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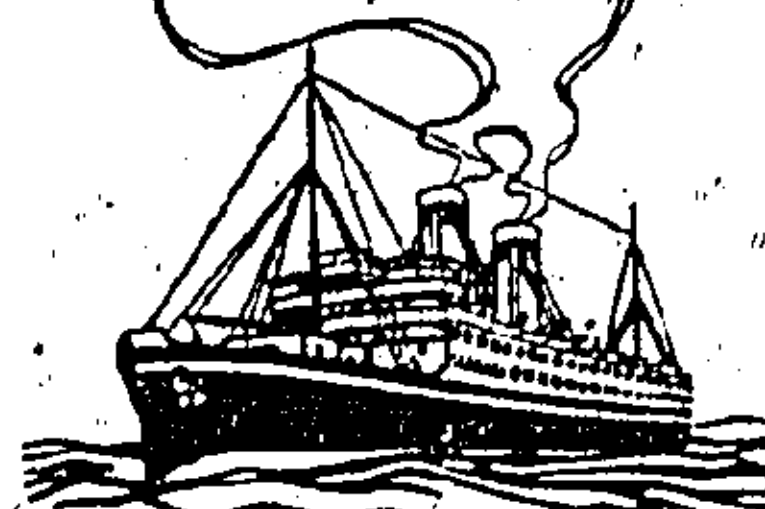
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THE NAVY'S LINK WITH DRAKE.

NEW FLOTILLA LEADERS TO BE BUILT.

OLD FRIGATE NAMES TO BE REVIVED.

DAYS OF THE CORVETTE AND FIRST "TURRET SHIPS."

A very interesting list of names
has been approved for 21 out of
the 23 vessels in the naval pro-
gramme of 1929, the only names yet
to be announced being those of the
two cruisers.

The flotilla leader, to be built by
Vickers-Armstrongs, Limited, Bar-
row, will be named the Keith, in
accordance with the decision to call
vessels of this class after admirals
less distinguished than those who,
like Nelson and Rodney, give their
names to battleships. The flotilla
leader of the previous year, it will
be remembered, was called the
Codrington.

Boreas and Brazen.

The eight destroyers will take the
names of former destroyers or light
cruisers according to an alphabeti-
cal sequence. The vessels of 1927
had names beginning with "A,"
those of 1928 form the "B" class.
Those to be built by John Brown
& Co., Clydebank, are the Basilisk
and Beagle; by Hawthorn Leslie
& Company, Hebburn-on-Tyne, the
Blanche and Beadice; by the
Palmer Company, Jarrow-on-Tyne,
the Boreas and Brazen; and by
Swan Hunter and Wigham
Richardson, Wallsend-on-Tyne, the
Brilliant and Bulldog.

Similarly, the submarines of the
Navy are now being allotted old
frigate names beginning with the
same initial letter. The 1926 vessels
were the "O" class, those of 1927
the "P" class, and now those of
1928 are to be the "R" class. The
one submarine at Chatham will be
the Rainbow.

Regent and Rover.

The three building by Vickers-
Armstrongs, Barrow, will be the
Regent, Regulus, and Rover; the
one by Beardmore & Co., Dalmuir,
the Royalist; and that by Cammell,
Laird, and Co., Birkenhead, the
Rupert. The four minesweepers in
the programme, like those of the
previous year, take the names of
minor historic seaports of the
United Kingdom.

The two at Devonport Dockyard
will be the Penance and Hastings;
and those building by Swan Hunter
and Wigham Richardson, the Folke-
stone and Scarborough. The gun-
boat of the programme, to be built
by contract, will be named the
Falcon, and the submarine depot-
ship at Chatham Dockyard the
Maidstone.

The selection of Keith, com-
memorates the services of George
Elphinstone, Viscount Keith, who
succeeded Earl St. Vincent in the
Mediterranean Command in 1789.
He had been raised to the peerage
two years earlier for his naval
services, which included the reduc-
tion of the Cape of Good Hope and
the Dutch East India Islands, and
the capture of a Dutch squadron in
Saldanha Bay.

Back to 1487.

He afterwards captured Genoa
and Malta, and commanded the
naval part of the expedition to
Egypt. From 1603 to 1607 he was
Commander-in-Chief on the North
Sea Station, and from 1612 until
peace of 1613 Commander-in-Chief
in the Channel. This is apparently
the first time his name has been
borne by a ship-of-war.

From the antiquarian point of
view, perhaps the most interesting
selection is that of the name of
Regent, which dates back to 1487,
when it was borne by a vessel of
600 tons, built on the River Rother
to the order of Henry VII.

Her sides were lined with wooden
shields of various colours and
adorned with coats of arms and
devices, and the favourite Tudor
colours of white and green flew out
in the standards and streamers.
What a contrast to the appearance
of the new submarine which is now
to bear the name.

A Singed Beard!

Next in point of age is the name
of Rainbow, which was first given
to a ship built at Deptford in 1586
which was with Drake when he
singed the King of Spain's beard.

The last Rainbow was a cruiser of
1891 which was transferred to the
Canadian Navy in 1910 and served
at Esquimaux during the late War.
The name of Maidstone, which was
last borne by a submarine depot-
ship at Harwich throughout the
War, dates back to 1654.
The eight destroyers are named
chiefly from the list of 18th-century
frigate names. The last Basilisk,
Beagle, Brazen, and Bulldog were
destroyers; but the last to be known
as Blanche and Beadice were light
cruisers which served as repeating
ships at Jutland.

Brilliant has also been a light
cruiser name; the last ship to bear
it, launched in 1891, took part in
the operations off the Belgian coast
during the late War.

The Rainbow.

The four names chosen for the
minesweepers were all in use in
the Navy over two centuries ago.
The last Hastings (which name
dates back to 1694) was a 72-gun
ship, which was employed in the
War of 1757, 1758, and the second
Burmese War of 1802, and the war
with Russia. The first Scarborough
was also built in 1694, and the war
record of this name includes the
expedition to Quebec in 1759.

Penance as a shipname goes back
to 1695, but has apparently been
out of use for more than a century.
Folkestone, on the other hand, dat-
ing from 1728, was borne during
the late War by a British fleet
sweeper, which was originally a
South Eastern and Chatham Rail-
way steamer.

The submarine names have a
varied association. Rainbow has
already been mentioned as a cruiser
name, and another such is Royalist,
which was borne by a light cruiser
at Jutland. Rover recalls the days
of the old corvettes in the Training
Squadron, and Rupert the transi-
tion period in the early seventies,
when it was borne by a turret ship.
There was also a Prince Rupert
monitor during the late War.
Falcon is a very old name in the
Navy, dating back to 1546, and has
been borne almost continuously
since by several ships of small
classes.

Curiously enough, the last was a
destroyer, whereas the name is now
appropriated for a gunboat, evi-
dently because earlier gunboats had
been given the names of birds.

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Diary of Coming Events.

To-day.

(July 4.)

Declaration of American Inde-
pendence 1776.

American Club "At Home," 11.30
a.m.

Property Auction: Kowloon In-
land Lot No. 1923, China Auction
Rooms, 3 p.m.

Queen's Theatre: "Eternal Love."

World Theatre: "The Way of All
Flesh."

Star Theatre: "Ramona."

Ten Dance: H.K. Hotel, 4.30
p.m.

Dinner Dances: Repulse Bay
Hotel and Peninsula Hotel, 8.30
p.m.

Tides:—High, 6.30 a.m. and 5.18
p.m.; Low, 12.11 a.m. and 2.11 p.m.

European Mails:—Inward:
Europe via Suez (Khyber).

Friday.

(July 5.)

Christian Fellowship Meeting,
Helen May Institute, 10.30 a.m.

Union Meeting.

Queen's Theatre: "Eternal Love."

World Theatre: "The Way of All
Flesh."

Star Theatre: "Ramona."

Ten Dance: H.K. Hotel, 4.30 p.m.

Dinner Dances: Peninsula Hotel,
8.30 p.m.

Tides:—High, 7.18 a.m. and 5.24
p.m.; Low, 12.50 a.m. and 2.58 p.m.

European Mails:—Inward:
Europe via Siberia (Kashgar);
Europe via Siberia (Pres. Taft).

Outward: Europe via Siberia
(Khyber), 3.30 p.m.

Saturday.

(July 6.)

Golf Captain's Cup, Fanling.

Lawn Bowls:—Division I: Civil
Service v. Kowloon Dock, Recreation
v. Craigengower, Kowloon C.C. v.
Police, Kowloon Bowling Green v.
Taikoo, Division II: Craigengower
v. Recreation, H.K. Electric v.
Civil Service, Yacht Club v. Kow-
loon C.C., Taikoo v. Kowloon Bowl-
ing Green.

Tennis:—"A" Division: Recreation
v. University. "B" Division: Chi-
nese R.C. v. Kowloon Recreation.

R.S. South China v. Nippon,
Y.M.C.A. v. University. "C"

Division: R.E. and R.S. v. South
China, Craigengower v. H.K.C.C.

Queen's Theatre: "Eternal Love."

World Theatre: "The Way of All
Flesh."

Star Theatre: "Ramona."

Ten Dances: H.K. Hotel and
Peninsula Hotel, 4.30 p.m.

Dinner Dances: Repulse Bay
Hotel, and Peninsula Hotel, 8.30
p.m.

Tides:—High, 8.05 a.m. and 10.55
p.m.; Low, 1.30 a.m. and 3.42 p.m.

European Mails:—Outward:
Europe via Marseilles (Kashgar),
10.30 a.m.

Sunday.

(July 7.)

Sixth Sunday After Trinity.

Thanksgiving service for re-
covery of H.M. the King, Cathed-
ral, 11 a.m.

Ritzy Day Concert, Filipino
Club.

Golf: Captain's Cup, Fanling.

Ten Dance: Repulse Bay Hotel,
4.30 p.m.

Tides:—High, 8.55 a.m. and 11.22
p.m.; Low, 2.12 a.m. and 4.25 p.m.



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THE HISTORY OF THE KAU SING.

CHAMBER OF COMMERCE REPORT.

DETAILED DEFENCE OF SPECIAL COMMITTEE'S RECOMMENDATIONS.

We have received from the Secretary of the Hong Kong General Chamber of Commerce a long and very detailed statement concerning the rescue tug, Kau Sing. Some months ago, it will be remembered we made some comments on this vessel and her suitability for the work she is expected to do, and also made some references to the Special Committee of the Chamber of Commerce which recommended the proposed design for a rescue tug.

With reference to subsequent comments as to the length of time that the Chamber of Commerce reply has been on the way, we are informed by the Secretary of the Chamber that almost the whole of the reply now published was drafted early last May, but was held up pending the receipt of replies to questions as to the details of the navigating officers' criticisms of the vessel.

In a covering letter, Mr. M. F. Key, Secretary of the Hong Kong General Chamber of Commerce, says:—

Harbour Master's Criticisms.

With reference to recent correspondence on the subject of the rescue tug Kau Sing, the Committee of the Chamber of Commerce feels that it cannot allow to pass without comment the criticisms contained in the Harbour Master's Report embodied in Seasonal Paper No. 2 of 1929, and published in the Press.

The design of the Kau Sing was adopted by the Government on the recommendations of a Special Committee appointed by the Chamber of Commerce in 1923-1924 at the request of the Government. This Committee consisted of Messrs. R. M. Dyer, J. Reid, Capt. A. W. Davison, Capt. T. Arthur, Mr. W. Lang (Surveyor to Lloyd's Registry), and Mr. R. Sutherland (Chairman of the Shipping Sub-Committee of the Chamber of Commerce). In fairness to these gentlemen the Chamber of Commerce desires to make the following comments.

The Harbour Master's case may be summarised as follows:—

(a.) Kau Sing, owing to having only a single screw, is practically unmanoeuvrable in typhoon weather, when attempting to manoeuvre alongside a ship.

(b.) The boiler installation is unsuitable because too long a time is taken in getting up steam. From cold boilers it takes 18 hours to raise steam, and even with banked fires in one boiler it is not considered safe to send her outside harbour limits until such time as steam has been raised in the second boiler.

(c.) As it would be uneconomical to convert Kau Sing from her present steam power to Diesel motor power, the Harbour Master recommends selling her and building a new tug with twin screws.

Chamber's Reply.

A full statement on the points at issue is attached to this letter, but for convenience I will summarise them here.

1. Single v. Twin Screw.—As is borne out by the attached comments, expert opinion considers single-screw tugs to be highly suitable for towage and salvage as well as for manoeuvring in narrow and congested waters; the Admiralty type of rescue tug, which has proved itself highly successful all over the world, also the majority of successful tugs such as those in Liverpool, London, the Clyde, and in Holland are single-screw vessels.

2. Qualifications of the Navigating Officer.—It is essential that a tug, in order to be used to the best advantage, should be handled by an experienced Tug Master, and a second Expert Committee, appointed by the Chamber of Commerce in 1928 at the request of the Harbour Master, to advise as to the "Orders of the Tug" recommended as follows:—"The appointment of a fully qualified European Master was considered essential."

The Government, however, decided that a Boarding Officer only could be made available to take command of the Kau Sing.

It must be clear that tug-boat seamanship is of a highly specialised kind and requires a special training and aptitude. Until the Kau Sing has been properly tested under the command of a Boarding Officer, it is hardly fair that she should be condemned on the grounds of the difficulty of handling and manoeuvring her.

In response to requests, the Chamber of Commerce received from the Government, under dates May 21 and June 10, 1929, extracts from the log of the Kau Sing, particulars of the qualifications and experience of the four officers who from time to time have had charge of the vessel, and statements by these officers giving their opinion as to how the tug handles.

One of these statements is dated 27.7.29; three others are dated 10.5.29. Between the four officers who at various periods since the tug was launched, have had charge of the tug there is a striking conflict of opinion as to her steaming abilities. The relevant extracts from the log contain no statement to the effect that, under the described circumstances, the tug was not able to do what was required of her.

The tug masters' statements generally are inconclusive, being vitiated by the fact that none of them have had previous experience in the handling of tugs.

3. Diesel v. Steam Power.—The attached comments show in detail the technical reasons why steam engines are more suitable for tugs than Diesel motor engines.

The question of the length of time taken to raise steam does not really enter into the case, because the Kau Sing, having been specially built for rescue work in typhoons, was designed on the assumption that there would be ample time for raising steam after the typhoon warning is received. It should be emphasised that she was not designed for any purpose for which quick steam-raising is required, and this is borne out by the terms of reference to the Chamber of Commerce Special Committee, as set out in a letter from the Government to the Chamber of Commerce, dated September 26, 1926, in which the object of the proposed tug was stated to be "rescue work in the harbour during typhoon weather."

Further criticisms of the Kau Sing were heard after the Hsin Wah went ashore and sank off Waglan on January 16, 1929, because the tug was not under steam and was unable to raise steam in time to go to the immediate assistance of the ship. As has been pointed out above, the Kau Sing was not designed for this kind of work; had the Government decided to use her for this purpose, she could have been made available by being kept under constant steam, ready to operate at a moment's notice.

The Committee trusts that this letter and attachment will serve to warn the public and the Authorities against lightly deciding that the Kau Sing is unsuitable for the purpose for which she was built. She has already, in the words of the Harbour Master after the typhoon of September 27, 1928, "justified her existence," and there is every reason to suppose that in experienced hands she will prove satisfactory for the service for which she was designed.

Summary of the Records of the Hong Kong General Chamber of Commerce with Regard to the Rescue Tug Kau Sing.

Arising from the typhoon which struck the Colony on August 16, 1928, the then Harbour Master (Commander C. W. Beckwith, R.N.) conceived the idea of a tug for the purpose of rendering assistance generally in the Harbour to all craft, and suggested that the vessel should have "twin-screw engines making her more easily manoeuvred and with less chance of getting foul and put out of action."

Another Government suggestion was that the vessel should have "water-tube boilers with oil fuel for steam, which would enable steam to be generated quickly in typhoon weather."

The question was referred by the Government to the Chamber of Commerce, which appointed a Special Committee consisting of Messrs. R. M. Dyer, J. Reid, Capt. A. W. Davison, Capt. T. Arthur and Mr. W. Lang (Surveyor to Lloyd's Registry); under the Chairmanship of Mr. R. Sutherland (Chairman of the Shipping Sub-Committee).

The Committee unanimously recommended single in preference to twin-screws, considered water-tube boilers were undesirable, and advised installing Scotch boilers, adaptable for either oil or coal fuel.

Summary of the Criticisms.

The Harbour Master states (without giving details):—

"It has been now found from practical experience of the Kau Sing that:—
(a.) A single screw is practically unmanoeuvrable in typhoon weather when attempting to manoeuvre alongside a ship.

(b.) from cold boilers it takes 18 hours to raise steam and that even with banked fires in one boiler it is not considered safe to send her outside harbour limits until such time as steam has been raised in the second boiler."

The Government Marine Surveyor, asked to advise as to the conversion of the vessel from steam single-screw to Diesel motor single-screw, reported that the cost would be prohibitive, being in the neighbourhood of \$380,000 less \$25,000, the second-hand value of the present machinery.

Commenting on this the Harbour Master says:—

"As this tug, fitted with only a single-screw, is very difficult to manage in typhoon weather and cannot be considered a success for the purpose for which she was provided, and as the building cost in the first instance was only \$350,000, I am unable to recommend a further expenditure of \$335,000 on her, for which sum the sole gain would be that she would be able to get under weigh as a 'quarter of an hour's notice'."

"The only procedure that I could recommend would be the selling of the Kau Sing completely, as she stands at present, and the building of a new tug with twin-screws."

Hsin Wah Disaster.—There were further criticisms of the rescue tug in the public Press at the time that the Hsin Wah went ashore on Waglan (January 16, 1929), suggestions being made that the vessel should have been available to proceed to the assistance of a ship in distress outside the Harbour. However, as explained later, the Kau Sing, being intended for rescue work in the Harbour during typhoon weather, is required by her orders to lie under banked fires during the typhoon season only, and to proceed to raise full steam when the No. 1 typhoon signal is hoisted.

Purpose and Construction of the Tug.

The Objects of the Tug.—These were stated in a letter to the Chamber of Commerce from the Government, dated September 26, 1926, to be "rescue work in the harbour during typhoon weather." The Harbour Master (Commander C. W. Beckwith, R.N.) in an explanatory letter forwarded by the Government, discussed the increasing danger of casualties among shipping in the harbour, with the greater volume of shipping frequenting the port, and suggested that the Harbour Department should have a powerful rescue tug in a position to render first aid and do all the rescue work required after the weight of the typhoon had passed. To justify the expense of such a vessel, taking into consideration that typhoons appear to actually strike the Colony about once in 10 or 17 years, the Harbour Master submitted that the vessel could also take the place of the lighthouse tender Stanley.

The Chamber of Commerce made it clear from the beginning, in a letter to the Government dated October 31, 1926, that certain criticisms of the Government's ideas as to the design of the tug suggested themselves, but agreed with the objects as set forth above, asking, however, that one other purpose be added, namely, that the vessel should not only visit light-houses, but be capable of acting as relieving ship to the Pratas Wireless and Observing Station; i.e. that it should be capable of steaming 170 instead of 40 miles only.

On this the Government submitted an alternative plan of a rescue tug practically the same size as the Naval tug St. Margaret and "capable of carrying out relief to the Pratas in normal weather."

The Special Committee then got to work. On the main questions at issue they advised:—
(a.) Single or Twin Screw.—The merits of single and twin-screws were considered and it was unanimously agreed to recommend the former.

(b.) Boilers.—The meeting was unanimous on the advisability of installing Scotch boilers adaptable either for oil or coal fuel, i.e. two boilers developing about 1,200 h.p. (triple-expansion engines).

It was generally considered that it would be feasible to have steam on one boiler when typhoons were in the vicinity and that no difficulty should be experienced in raising the necessary full head of steam by the time the vessel came into commission. In connection with water tube boilers, the meeting was unanimous that they were not desirable.

In July, 1924, full plans and specifications of the tug, prepared by the Taitong Dockyard and Engineering Co., were forwarded by the Government for examination by the Committee, and were considered satisfactory.

Duties of the Tug.

On April 18, 1928, the Harbour Master (Commander G. F. Hole, R.N.) informed the Chamber that the tug had been delivered and asked that "as the primary use of this vessel is to render assistance during typhoon weather to craft in difficulties in the Harbour," the Chamber of Commerce would appoint a small Sub-Committee to discuss with him and assist in drafting "special orders" for such occasions, as a guiding principle to the officer in command of the tug."

The following were appointed, and served under the Chairmanship of the Harbour Master—Mr. R. Sutherland (Chairman of the Shipping Sub-Committee), Mr. T. N. Chau, Capt. P. H. Rolfe, Capt. R. Innes and Capt. E. H. Neave.

The most important recommendations of this Committee were as follows:—
(a.) As Kau Sing is primarily intended as a life-saving appliance, a permanent European master should be appointed who should be responsible for the navigation of the tug, and for the training of the crew in boat and life saving work, and for general maintenance. This officer should either live on board or be provided with permanent quarters in the Harbour Office.

The appointment of a fully-qualified European master, was considered essential and the Committee recommended most strongly that this matter should be brought to the immediate attention of the Government for prompt decision.

(b.) The present upper deck complement of the Kau Sing, viz.—1 boatswain, 2 quartermasters, and 8 seamen is considered insufficient in typhoon weather, as should it be necessary to send away a boat's crew of 1 coxswain, (quartermaster) and 6 seamen it would deplete the deck of all men. It is therefore considered necessary that the crew be reinforced by 1 coxswain and 8 seamen. These ratings to be formed into a boat's crew and specially trained by the European master in life-saving work.

The duties of the "Typhoon Orders" for the Kau Sing drafted by the Committee may be summarised as follows:—

(1.) During the typhoon season (limits to be determined by the Harbour Master) the Kau Sing will lie under banked fires with 10 lbs. steam in each boiler.

On No. 1 typhoon signal being hoisted, steam is to be raised immediately for "full speed"—the tug still remaining at her buoy. The master will repair on board until such time as all fear of a typhoon striking the Colony has passed.

(2.) On any of the black typhoon signals, or their equivalent lights being hoisted, the Kau Sing will patrol the Harbour picking up any junks or sampans that have not already taken shelter and tow them to the Typhoon Shelter.

(3.) In the event of a typhoon striking the Colony the master will, as soon as practicable, either weigh or slip his anchor and proceed to patrol the Harbour rendering assistance generally.

(4.) When rescue work essential to the saving of life has been completed in the Harbour and its vicinity, the tug will then proceed to the assistance of the fishing fleet at sea—information as to its whereabouts being obtained from the Harbour Office from Shaukiwan, Aberdeen and Cheung Chau.

(5.) The master of the rescue tug is to bear in mind that the paramount duty of the Kau Sing is to save life, and he should remain under way until all harbour craft are in positions of safety, and should get under way again as soon as he considers that weather conditions allow him to render aid.

The Harbour Master wrote on July 7, 1928, that "Government have accepted all recommendations put forward by the Committee which sat to consider the orders for the rescue tug Kau Sing. The work is being put in hand immediately and for steps are being taken to secure the services of a suitable fully qualified master to man her as master."

In the Colonial Secretary's speech introducing the Budget (October 15, 1928) there, however, occurred this passage:—

"A separate post of master of the rescue tug disappears as the duties will be performed by one of the additional boarding masters."

THE POINTS AT ISSUE.

The points at issue are three:—

(a.) Twin or single screw.
(b.) The appropriate qualifications of the navigating officer.
(c.) Diesel or steam power.

On these questions the following notes have been supplied by experts:—

(a.)—Twin or Single Screw.

On the question of twin or single screw, the following comments are made:—

"The Kau Sing resembles very closely the Admiralty type of rescue tug, which, developed during the war, proved its serviceability then and subsequently all over the world, and as recently as the latter part of 1928 two of these tugs brought the pontoon for the large Admiralty floating crane from Britain to Singapore."

In view of the above, and knowing also that the majority of large and successful tugs such as the Liverpool tugs, the London, and the Dutch as well as the large fleet of the Clyde Shipping Company, knowing also that a very large proportion of the mercantile shipping

of the world is equipped with single screws and managed to manoeuvre in narrow and congested harbours without mishap, it would appear that some other reason exists for the difficulty which is stated to have been experienced with the Kau Sing.

(b.)—Qualifications of the Navigating Officer.

"After much consideration the Kau Sing was evolved, her design is practically identical with the competitive design approved of by the Admiralty and Home experts for a very large number of tugs built during the war for going alongside vessels in the open sea which had been torpedoed, rescuing the crew and passengers and, if possible, towing the vessel to safety or shallow water. These tugs were in expert trained tug-masters' hands, and saving many lives and vessels from becoming total losses, and were generally endorsed as being the best that could be evolved, on account of their being easily handled by an expert in all weathers as also their exceptional towing power. During the typhoon blow of September 27, 1928, the Kau Sing performed her first good service, towing many craft to safety and generally being received with acclamation by Press and public."

"The Shanghai Tug and Lighter Company purchased one of these rescue tugs (same as Kau Sing) after experience with the first one they followed up by buying two more; these tugs are in regular use for towage and salvage and, in spite of the conditions in Shanghai river, handle admirably."

"The Naval Yard in Hong Kong has two, and these also, we understand, give first-class service at docking vessels and towing."

"When the steamer Tjileboet stranded on Ling Ting Island on April 5, 1927, in heavy weather and in a dangerous position for approaching on account of the surrounding rocks, the single-screw tug Wanchun successfully, during several trips, went alongside the wreck and transferred about 1,400 passengers to other vessels lying in shelter. The manner in which this single-screw tug was handled by an expert tug master brought most favourable comment from Naval and other officers present."

"There is a mistaken idea that a single-screw tug does not manoeuvre well, but a single-screw vessel of this length with good rudder area is, if anything, better than twin-screw, as instance the Naval rescue type tugs."

A tug master with many years' continuous experience in Hong Kong Harbour on a twin-screw tug states:—

"Small craft will always range and sheer considerably when at anchor in a strong wind, and in a typhoon would require to go ahead on their engines to prevent drifting."

"During the typhoon conditions large ocean steamers also river steamers sheer and range considerably, and they, too, have to use their engines to prevent drifting."

"I should think that the Kau Sing could manoeuvre easier if put on an even keel. The Saint class about the same size and tonnage seem to manoeuvre without any difficulty. Even with twin screws and with a strong wind force 6-7, I have had to let go an anchor when putting a ship to a buoy to keep the tug's head from falling off, being unable to do so with the screws. All boats with a 'high superstructure are very difficult to handle in a strong wind whether they have single or twin screws."

"I think that if there was an experienced master permanently on Kau Sing this would help as it would give the officer an opportunity to know his vessel."

A Naval Opinion.

The Chamber is indebted to Commander R. A. S. Hill, R.N., for the following note as to how the two Naval Yard single-screw tugs handle:—

"These craft were built as ocean rescue tugs, i.e., for towing vessels damaged by mine, torpedo, etc., for which purpose a single screw is preferable."

"The tug masters state that they personally prefer single-screw for the harbour work on which they are normally employed in Hong Kong."

"They were unable, owing to lack of experience, to give an opinion on the subject of Diesel versus steam power."

(b.) Qualifications of the Navigating Officer.

On the question of the qualifications of the navigating officer of the tug, the experts state:—

"Due to the ever ranging conditions of wind, sea, tides and currents, to the many conflicting requirements of work for almost any type of vessel, ship design is always a matter for compromise, and the art of seamanship must always supplement that of design, the more so as the services are more and more conflicting."

"Tug boat work is seamanship of a highly specialised kind requiring both 'the gift' and experience. The arrangements which obtain at present of sending off one of the Harbour Office officials in temporary command of the Kau Sing as occasion arises is neither fair to the master nor to the vessel, and before she is to be regarded as unsuitable she should be continuously employed for a period of at

least twelve months under the command of a Master who has had experience of handling small high-powered vessels under such conditions as are to be found in and outside Hong Kong Harbour."

(c.)—Diesel or Steam Power.

On the question of "Diesel" or steam power, the experts state:—

(1.) The Sub-Committee probably would not agree with the proposal to substitute Diesels for steam engines in a vessel of this type. Briefly the disadvantages of the Diesel for this work are:—
(1.) Lack of flexibility.
(2.) Lack of static torque.
(3.) Starting off at almost full power which would involve great risk of breaking tow ropes.
(4.) Higher rate of revolution with consequently smaller propeller—an undesirable feature in a tug."

"Had the Kau Sing been fitted with Diesel engines, single or twin, the ability to handle in either case would have been much diminished, as at that time, and still, Diesels do not handle as well as steam engines, and having ample time for raising steam after the typhoon signal was received, there was no excuse for taking the risk of Diesel failure."

"Motor engines have reached the stage where they can be considered quite reliable under normal working conditions, but it must be remembered that they are more or less untried under typhoon conditions in small craft with very little free-board."

"In the operation of these engines, a great deal of intake air is used which must be dry and free from moisture, which would be very difficult to secure under these severe conditions; it would also be necessary to have in charge a properly qualified Diesel engineer; this would be more costly than at present with steam."

Praise From the Harbour Master.

In conclusion, it is interesting to note that the Harbour Master himself is quoted (in the Hong Kong Daily Press of September 28, 1928) as expressing the opinion that the Kau Sing had justified her existence as a rescue tug. During the typhoon of September 27, 1928, the Kau Sing pulled off the Sui-tai which was partially beached on Stonecutters, and piloted the ship to a safe anchorage. During the same typhoon, thirty-four boat people were rescued by the Kau Sing from junks which had capsized in the Harbour."

The Harbour Master was interviewed and stated to the Press representative:—

"I am very pleased with what the Kau Sing has done. She has certainly justified her existence; despite the fact that she is a boat to handle. Harbour master is getting more and more used to her as he gains experience in her handling. She will, however, always behave badly. She will always be a bad boat to handle by reason of being a single screw vessel. I am, however, very pleased she was able to rescue 34 lives, saved during the middle of the storm, and was also able to pull off a distressed steamer."

Appreciation in the Legislative Council.

The appreciation of the Chinese community was voiced by Sir Shou-sen Chow in the Legislative Council Budget debate on November 4, 1928, when the Senior Unofficial Member representing the Chinese community said:—

"May I, on behalf of the Chinese Community, lay emphasis on the appreciative comments of the Hon. Senior Unofficial Member on the good work done by the Harbour Department? On July 22, when the typhoon was at its height, the Government tug Kau Sing rendered assistance to the Panzer which had broken adrift from her moorings, and to the a.s. Confucius which had grounded in Kowloon Bay. Again, in the typhoon of September 28 it towed to safe anchorage the Sui Tai which had dragged her anchor. It also stood by the Tungstian and Milton which had come into collision. Subsequently it picked up 35 persons from junks."

"The Chinese community is most grateful to the master and crew of this vessel for the service rendered to the Harbour Master for the prompt action he took in connection with the rescue work."

ECZEMA ON HANDS IN RASH

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"FIRE" CRY IN THEATRE.

MISS GLADYS COOPER CALMS AN AUDIENCE.

There were two extra "turns" at the Playhouse Theatre, London, a few weeks ago. They were the drama of the imaginary "fire" and the comedy of the missing prompter.

Miss Gladys Cooper, who is playing in "The Sacred Flame," took the leading part in the "fire" incident, and her coolness and resource in calming a somewhat frightened audience prevented a scene which might have ended in hundreds of people leaving the theatre. The story of an exciting five minutes was told by Miss Mary Jerrold, a member of the company, who took part in both incidents.

Caused by Fused Wire.

"It all started when an electric fan in the auditorium fused," said Miss Jerrold. "There was a puff of smoke and a sudden noise. Somewhere in the circle a man, who may have smelt the smoke, shouted 'Fire!' and caused the whole trouble. The audience immediately jumped up and started making for the exits as the commotion got worse and worse. On the stage we had no idea what was happening, and we could not imagine why people were leaving. At first we thought rain had started coming through the roof."

"Directly she saw that the situation might become difficult Miss Cooper stepped to the front of the stage and said: 'Will you please all sit down. There is nothing to be frightened of.' In a moment everyone in the theatre was reassured, and order was restored in no time."

"Shall we go on with the play?" Miss Cooper asked, and there were cries of assent from the auditorium. Then it was that the little comedy occurred which the audience did not see. We had stopped the play at a very dramatic moment, and it was my turn to speak, but I couldn't remember what I had to say. I looked towards the prompt corner, but the prompter had left to see what was the matter in the theatre. In the prompter's place was one of the electricians, who had taken up the book and was desperately turning over the pages trying to find the place at which we had broken off. He could not find it, however, and once again Miss Cooper came to the rescue and gave me the right line, and everything went well again."

MAN TIED TO AN INSANE WIFE.

"DESPERATELY IN LOVE" WITH A GIRL.

The suicide of a husband who was stated to be "desperately in love" with a girl while his wife was in a mental hospital, with no immediate hope of recovery, was the subject of an inquest at Reading on Saturday on Sidney Gamster, aged thirty-six.

Gamster, who lived in lodgings, died from poisoning.

Miss Kathleen Annie Kent, a domestic servant, said that she became engaged to Gamster thinking he was unmarried. She afterwards discovered that he was married. She challenged Gamster, and he said that his wife was in a mental institution.

Divorce Plan.

He stated that he would try to obtain a divorce, and they considered what arrangements could be made for the proceedings on the day of his death.

He seemed strange in his manner on May 7," said Miss Kent. "He suggested that I should go away with him and marry him in a different name. I refused, and he said: 'If you do not I shall take my life and I shall take you with me. No one else shall have you.'"

The coroner, in recording a verdict of "Suicide while of unsound mind," said that Gamster deceived Miss Kent, but he seemed to have been standing by her. He had also looked forward to being freed from his wife.

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SPORT AND ATHLETICS.

MOTOR-BOAT RACING.

Outboard motor-boat racing is one of the comparatively new sports which has obviously come to stay and there should be keen competition indeed for the international Trophy which has been presented by Sir R. Leicester Harmsworth and Mr. Harold Harmsworth. The Trophy was offered to the Marine Motoring Association primarily in order to provide permanent encouragement to the development of outboard engines.

The M.M.A., who control motor-boat racing in England, have accepted, and the new Trophy will be competed for at the three-day meeting to be held on the Thames. Regulations for the Trophy races have been drawn up by the Permanent International Racing Committee, which under the authority of the M.M.A. is responsible for the organisation of all international races in the United Kingdom, and it is confidently anticipated that the races on the Thames last month will be followed by equally interesting contests in motor-boat racing centres abroad.

BERG MAKES A HIT.

Jack Berg, the Steppen light-weight made a sensational debut at the Madison Square Garden, New York, by whipping the New York negro, Bruce Flowers, in a bout of ten rounds which had the crowd of ten thousand in shouting frenzy in the galleries. They showered the ring with torn paper and howled continuously as Berg lammed into the negro. Round after round Berg never stopped pouring in his blows, until finally both he and the negro nearly dropped from exhaustion. Berg was clearly entitled to the decision.

Before a record indoor crowd of 25,000 Tony Canzoneri, the former feather-weight champion, was awarded the decision—an unpopular one—over Andre Routsis, the French holder of the title, in a 10 round contest in Chicago. The title, however, did not change hands, the match was above the weight limit. Routsis weighed 9 st. 17 lb. and Canzoneri 9 st. 3 lb.

SPRINT RECORD.

At Chicago, George Simpson, a twenty-year-old undergraduate of the Ohio State University, ran a hundred yards in 9.25 seconds in the National Collegiate Track and Field Championship. This is claimed to be a world's record. A cablegram received from New York stated that "Edie Nolan, a negro in a college contest at Evanston, beat the world's record. Simpson's achievement beat Nolan's feat."

The world's record for the 100 yards was 9.25secs. The holders were D. J. Kelly, E. P. Drew, C. W. Paddock, all of the U.S.A. and C. H. Confee, Canada.

A MONUMENTAL HAZARD.

The new course of the Dunfermline Golf Club at Torrie, a few miles west of the royal burgh, has been formally opened, and the members of the club enjoy the distinction of playing on a green which may quite conceivably add a subsection to section 50-and-so, rule such-and-such, of the Rules of Golf. When the course was being laid out the Inspector of Ancient Monuments directed the attention of the club officials to the fact that certain stones were evidently the remains of a prehistoric monument. An assurance was given that there would be no interference with the stones.

Aye, but here is the rub! What is a player to do if he finds that his ball has rolled under a monolith? Does a monolith come under the scope of rule 11, which provides that any flag-stick, guide-flag, wheelbarrow, grass-cutter, box, vehicle, or similar obstruction may be removed? And can a member remove a monolith, especially when it is under the care of the Inspector of Ancient Monuments? It is impossible, on the other hand, to regard a monolith as a "loose impediment." On the face of it three stones of which lying prostrate, evidently the remains of a prehistoric monument, are an "outside agency," and they may cause a fresh entry to be inserted in the rules under the heading of "Obstruction," or, probably, "Outside agency," and so the Dunfermline monoliths may, in the phrase of the hour, "make history."

CHAMPIONSHIP "SEEDING."

"Seeding," which has the effect of placing the more proficient players as far apart from each other and preventing "giants" knocking each other out in the opening part of the proceedings, is to be tried in the United States amateur golf championship, which will start on September 2 and finish five days later.

Qualifying rounds will be played on the Monday and the Tuesday, and on the Wednesday each of the first and second rounds will be played over 18 holes, after which matches will be over two rounds.

One of the rules of the championship is that in drawing for match play rounds, the draw will be seeded from a ranking list to be prepared by the committee, ranking the leading twenty players. The first eight names on such ranking list will be seeded in the draw. This is the first occasion on which seeding has taken place in a national championship, and, as it is known that there will be British representation in the American event, it should throw an interesting light on United States estimates of the abilities of British survivors of the preliminary stages.

BLACK CHAMPIONS.

An old record for 100 yards has again been equalled at the championship meeting at Evanston, Illinois, by a beautifully built young American negro, who runs in horn-rimmed glasses. He is Edward Trolan, of the University of Michigan, and his success sets one wondering if the coloured man has really any peculiar adaptability for athletics. The first man of colour to win an English championship was A. Wharton, of Darlington, who brought the record down to 10sec. in 1886. From that time onwards black men of extraordinary athletic ability have occasionally crept up, but it was not until after the war that the rising tide of colour began to make itself really felt. Two of the three best sprinters Great Britain has had since the war have been coloured—H. F. V. Edwards, West Indies, and J. E. London, British Guiana. Phil Edwards, who runs such a fine 800 meters for Canada at Amsterdam, is also a negro.

Up to 1921 the world's long jump record of 24ft. 11in. was held by P. J. O'Connor, Ireland. Since then two white and four black men—Ed. Butler, Ed. Gourdin, S. Cator, and H. de Hart Hubbard—have all beaten 25ft., and the latter, indeed, holds the world's record of 25ft. 10in. The march of victory is not, apparently, to be confined to the open of the dark races only, for there is a young negro at present sprinting on London tracks who shows a remarkable turn of speed.

TABLE TENNIS.

A trophy, to be known as the St. Bride Vase, has been presented by Mr. C. Corti Woodcock to the International Table Tennis Federation to mark the occasion of the winning of the World Championship by an English player. The champion, Mr. F. J. Perry, holder for the present year, will later receive the trophy at the close of the England Table Tennis Championships at the Memorial Hall, Farringdon Street. Mr. P. MacWeeney, winner of the Irish King State Championship for the last five years, and his brother, Mr. A. MacWeeney, have entered for the Championships.

YOUNG MARKSMEN.

The King's Trophy, awarded annually to the nation within the British Empire returning the best average score obtained with miniature rifles, by teams of as many boys as can be induced to enter, goes for one more year at least to the lads of South Africa, who in the 1925 competition, the result of which has just been made known, averaged 78.903 per cent. points per boy. This is the third time South Africa's young marksmen have established their great marksmanship efficiency by a victory in this competition.

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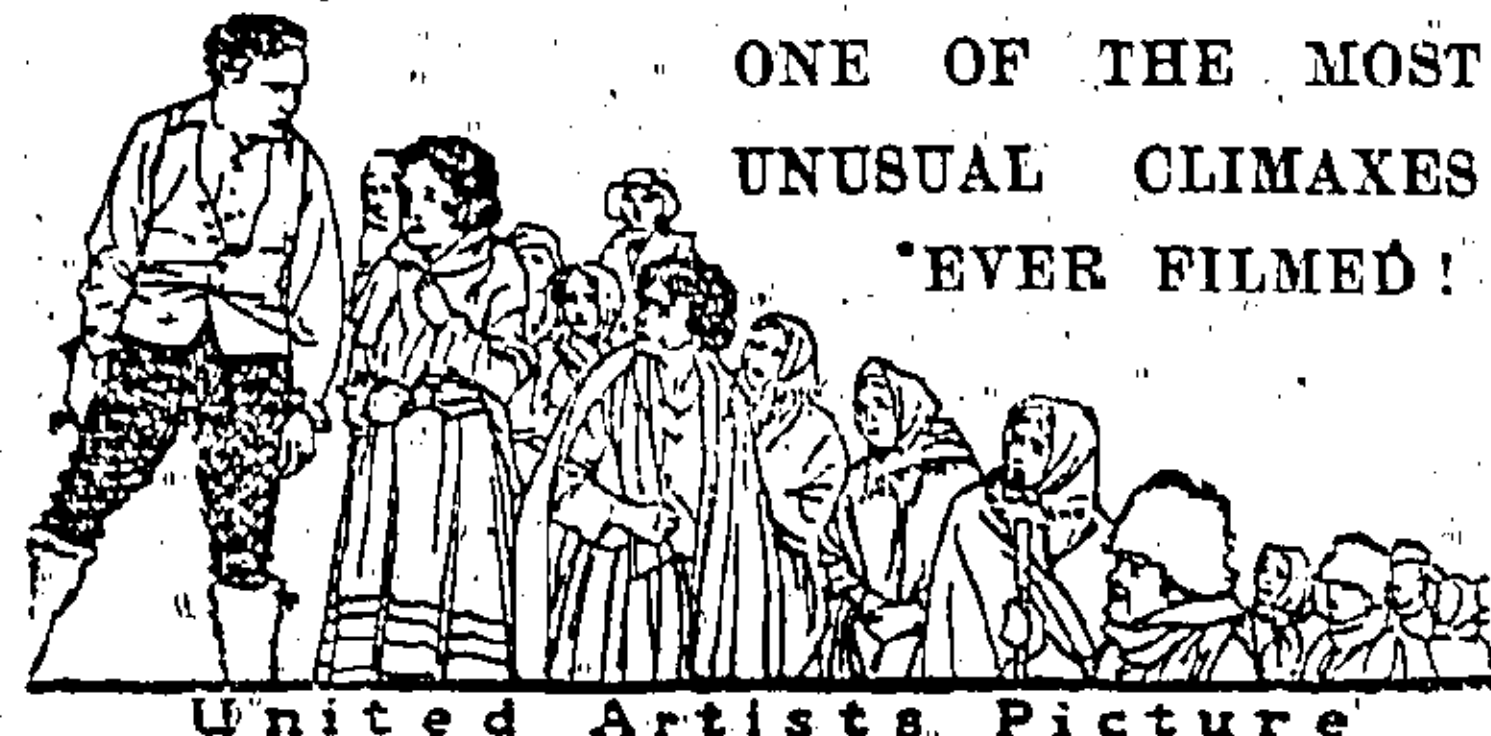
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THE WOMAN'S CORNER.

THESE CHILDREN OF OURS.

TRAINING YOUR CHILD
TO BE KIND.

LOVE OF ANIMALS.

How many parents keep animals for the purpose of training the children to be kind to dumb creatures? A woman could not understand why her neighbour who had a large family kept both a dog and a cat. She was surprised to learn that it was for the children's sake alone. "I want them to know how to treat animals," was the mother's reply. Love of animals is a natural tendency in some children; in others it is blunt and needs awakening, or it is sadly lacking. Innocence and ignorance are more often the root of the matter.

Worrying the Cat.

The toddler is often a source of worry to the peace-loving cat. He loves her so much and wants to hold her in his arms. Pussy resents the tight squeezing of the little arms and avoids them when possible. So the children hunt her to death, wondering why she flees. The mother of the large family should explain to her unthinking child, and because of his tender years she gives a practical explanation. She picks him up in her arms and holds him tightly until he cries to be put down.

When Reproaches Fail.

There is the older child who finds amusement in pulling the dog's tail, using him as a substitute for a trolley. Usually a gentle reproach is sufficient, but failing this the argument, "How would you like your hair pulled?" awakens the child to a sense of wrong-doing. The painfulness of the habit once apprehended overcomes the desire for amusement.

Giving Doggie a Biscuit.

From the earliest years a child can be taught to be gentle, kind, and unselfish to animals. He may (Continued on next column).



be allowed to give doggie his daily biscuit. He will look forward to this habit. He will then be given two biscuits, one for himself, and one for the dog. The mother, anxious to test her child's unselfishness, will one day give him one biscuit. If he gives it to the dog, or breaks it in two pieces and gives one piece to the dog, then the mother knows her small efforts have not been in vain. Such habits formed early in a child's life make deep impressions which will not easily be erased.



ONE WOMAN'S RECORD.

"The mother of eleven children and president of a business of national importance!" you exclaim. "Why, it's impossible!" But it isn't. It's a fact. Mrs. Lillian Gilbreth who, with her husband, established the firm

of Frank Gilbreth, Inc., Management Engineers, 29 years ago, and since his death has taken entire control of the firm, is the living proof that miracles are possible!

Of course, you will be just as eager as I was to know how she ever accomplished such a stupendous task as properly bringing up a family of six boys and five girls, and at the same time conducting a business so expertly.

To begin with, Mrs. Gilbreth was quick to tell me that it would have been impossible without the whole-hearted support and co-operation of her husband. Other mothers who have attempted independent careers have almost unanimously found that the husband's co-operation and approval is the first essential to success.

The Gilbreth home was organised from the efficiency standpoint (the parents being industrial engineers). The parents played the role of the employers—the children the employees. As soon as the children became old enough for the responsibility, they were trained to make their own beds, keep their rooms in order, to set the table and to assist with the dish-washing, the dusting and the gardening. For this work they were regularly paid.

Each child has his or her "reminder file" slips and his charts on which he checks off his duties for the day as they are attended to. He is proud that he has a schedule for the day, like Father and Mother. The nagging, "Mary did you hang up your coat?" and "John can't you ever remember to wash your ears!" so unfortunately frequent in many homes, has been avoided through this game of "checking off" duties in the Gilbreth home.

When there is a special piece of work to be done, such as raking the leaves or chopping up a dead tree, a notice is issued by the "employer" in formal business terms announcing that bids will be received for the contract. Those who do not submit reasonable bids find their supply of pocket money cut off, just as a contractor who does not work will find that his income has ceased.

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WHAT A RIDER MAIN SUPPLY WOULD MEAN.

EXPERT'S OPINION: OVER SIX MILLION
GALLONS NEEDED A DAY.

RESERVOIR SUPPLY AND LAST WEEK'S
CONSUMPTION.

KOWLOON TROUBLES ALLEVIATED.

Mr. A. B. Purves, of the Water Works Department of the P.W.D., gave our representative yesterday information as to the grave technical difficulties of maintaining a rider main service for a short period every day. He said:—

"To maintain a two-hour supply to the rider main districts—that is to the majority of Chinese houses—it would be necessary to open the principal mains for twelve hours daily. That is a purely technical question and a thing you can't escape.

"Such a supply would mean an expenditure of six to seven million gallons a day, instead of 3½ million gallons as at present."

GOVERNMENT AND LOCAL SUPPLIES.

INCREASED SERVICE
EXPECTED.

A long meeting was held at the Water Control Office yesterday when the various schemes for augmenting the water supply were further examined. No statement could be made, but we understand special attention is being turned to the use of supplies within the Colony. A fall of rain means that a proportion of the supplies now being tapped run to waste and the authorities are considering how this can be obviated by a careful organisation of available water transport.

The Tanks.

Emphasis was laid on the fact that the supply from the tanks was not being fully used. "It is most unfortunate," our representative was informed, "that the general population are not drawing as much as they could and as much as we hoped. If the water is cloudy, or rusty (if from the steel tanks) it is refused or even wasted."

"Many people prefer to wait for the fountain supply. We quite realise the inconvenience of getting water in this way, but more could be got from the tanks with little or no waiting."

Each tank has 24 or 40 taps and on the pipe connecting the steel tanks in Central Street and Western Street there are 60 taps.

Imports.

Supplies are still arriving, freight-free, chiefly from Shanghai. Yesterday the Haiching brought 290 tons from Foochow, the Hap Sang 140 tons and the Sui Yang 440 tons from Shanghai.

Negotiations are in progress with the Chinese authorities to waive the usual formalities at Lin Tin, which take from one to two hours, in the case of the Fu Kwong.

The cost of Shanghai water is 50 cents a ton and Singapore is also an expensive source. This is a matter which the Government has to consider when the suggestion of a fleet of tankers bringing supplies from outlying ports is urged.

AN OBSERVER'S IMPRESSION.

HARDSHIP IN CHINESE
HOUSES.

Despite the completion of the tanks on the sea front and the installation of extra fountains, inconvenience and suffering from the water shortage is still very acute on the Island. That was the impression gained by a *Daily Press* representative who made a round of the various districts in Hong Kong yesterday.

Many Chinese houses are getting barely sufficient water for cooking and drinking and in the Central district the average supply to any one flat is about four buckets, that is to say, two loads, one in the morning and one in the evening. In cases where one family occupy a flat, this supply has to serve cooking purposes and perhaps affords the family an opportunity to wash hands and faces, but there would be no water left for washing clothing and the house itself.

Where more than one family occupy a flat, the suffering is very real and water after it has served for washing the person is used for cleaning clothing, and one bucket perhaps will be used for as many as twenty pieces of clothing. Families who fail to obtain water at the queues have to borrow water, which is so rare that a similar quantity must be returned!

Instances of several members of the same family waiting in turn in the queues also came to the notice of our representative. In some places, residents have to go a long way for water and although the tank scheme is a source of great assistance to people near the Praya yet those living further inland still have either to travel a long way for water or to line up with the queues for the fountains.

In Wanchai and the Eastern district generally, there are still very long queues at the fountains and there is certainly room for many more fountains there. It is hoped that the Government scheme includes better facilities in Wanchai, Happy Valley and Causeway Bay in the near future.

THE RESERVOIR SUPPLY. THE HONG KONG POSITION.

The total storage in the island reservoirs on the morning of Monday, July 1, amounted to 175.54 million gallons showing a decrease of only 2.08 million gallons during the past week; the amount collected from streams being 18.47 million gallons. This was equal to nearly six days' supply.

The week's consumption totalled 27.21 million gallons was made up as follows:—

City mains	20.15
Taikoo	37
Lai Chi Kok	2.36
Tsun Wan	2.28
Steamers, etc.	1.63
Total	27.21

To tanks.

Kowloon Supply Improved.

The total storage in the mainland reservoirs on the morning of Monday, July 1, amounted to 114.27 million gallons showing an increase of 13.99 million gallons during the past week.

The week's consumption, excluding supplies to Hong Kong is 20.60 million gallons plus 0.11 from the Tsun Wan supply making a total of 20.71 million gallons.

The yield from the Shing Mun River and streams during the week is 37.07 million gallons.

During the week Kowloon's consumption of water nearly doubled compared with the previous week, and a twelve hours supply has enormously alleviated the situation—but the increased consumption with better facilities is significant. Some reasons for it are given below.

HOW KOWLOON BEARS UP!

WATER HOARDERS?

A correspondent, "Observer," sends us the following:—
Over the week-end, the writer happened to dirty his hands sorting out copper pipes in a Yau-mat shop, and asked for a little water. A shop fohi led the way to the kitchen at the rear, where a surprising sight was seen. In a small room 12 feet square enough water was stored for a herd of camels! In one corner stood an enormous beer-barrel filled to the brim, and neatly built under the tap, was a cement tank. The tap was flowing freely and it would appear from the number of kerosene tins packed around the room that it was never turned off.

An enquiry as to how they were "inconvenienced" by the drought, was received with a smiling remark that "they were quite all right," which was doubtless true. But it brings up the query whether the restrictions to the water supply are, in Kowloon, really causing the suffering of which some people are so eloquent.

A few visits to Chinese flats in Yau-mat will soon prove to anyone that there are not a few Chinese who refuse to be inconvenienced by the restrictions on the supply.

(Continued on next column.)

CORRESPONDENCE.

WHY NOT A WATER LOAN?

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—Judging from the opinion of the public, the best scheme suggested so far for the alleviation of hardship during the present water shortage is the plan to pump water from tankers into Tytun. The Government, however, has indicated that the cost of such a scheme would amount to at least \$500,000 a month, a figure, which the Colony cannot afford.

With our share market, our property market, and business generally, so backward, would it not be possible to raise a public loan at a reasonable rate of interest? The last public loan which the Government raised at 6 per cent. was oversubscribed by huge margins. Is it not possible to raise a short-term loan from the public? After all, there must be plenty of money available in the Colony, as from a report I read in your "Money and Market" column yesterday, the Chinese, for want of something better to do, have invested over \$5,000,000 in Central Bank notes in the hope that these notes will touch "par" at some future date.

If, after raising the loan, a "cloudburst" should visit the Colony, the money could be utilised in speeding-up the Shing Mun and other local permanent water schemes. The loan would serve a two-fold purpose, therefore, as it would remove the present hardship to a certain extent and, when that is over, it would speed up our Government's scheme. I mention the idea for what it is worth, leaving the matter of details to those more able to deal with it.—Yours, etc.,

Hong Kong, July 3.

THE BIG IDEA.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—With reference to the Hon. H. E. Pollock's interesting letter in today's issue of the *Daily Press* with regard to the water problem, I think most people will agree that the only solution to get an adequate and permanent supply of water in Hong Kong and Kowloon is to approach the Chinese Government to construct waterworks in Chinese territory, where there are many inexhaustible supplies of water obtainable.

There will be no doubt be great difficulty in getting such a concession, but in these modern days one would imagine some arrangement could be entered into between the two Governments which would benefit both Europeans and Chinese in the Colony.

"As the Colony is only in its infancy, it appears to be waste of good money to continue patching up our Hong Kong water supply. Let us have something big!—Yours, etc.,

Hong Kong, July 3.

E. M. H.

The writer noticed in many flats in Chinese tenements houses in the Yau-mat district, carefully built up piles of kerosene tins, three or four tins high and as many long and deep, all full of water, while for fear of losing business some of the tea houses had miniature reservoirs constructed in their premises.

An explanation of this storing up of water may be the difficulty of obtaining a supply from the street fountains. If a coolie has to wait for two hours with one bucket, it does not seem unreasonable to him to add ten more receptacles.

Another point which might be worth investigation. How much of the water thus stored in tins in a dirty kitchen or out on the pavement is thrown away unused because it has become dirty, the conservator saying to himself that there is plenty more where it came from?

A DRY JUNE.

Last month's rainfall was only 5.31 inches of which 3.08 fell between the 22nd and 25th inclusive. The 24th saw 1.10 inches recorded as the maximum daily fall. The 30th and the 15th saw just under and a little over half an inch, respectively, and there was a "speck of rain" on 12 other days. On 12 days there was no rain at all. Yesterday's fall was described by the *Royal Observatory* as 0.01 of an inch. It washed down the streets and refreshed the trees.



The Best Dance Tunes Ever!!

That's what you'll say when you've listened to a few of these new Victor dance records for June. They've all got "it" . . . just the kind of "it" you like. Some are fast and peppy! Some are slow and rhythmic! Some are just plain low-down mean! Whatever type of dance music you like you'll be able to find it on these snappy new Victor records. And be sure you notice the orchestras! . . . They're all the very best in the game . . . The ones you read about! Play some of these records and you'll be convinced that they know their stuff. We would be glad to play for you whatever of these selections especially attract you. Come in and let us do this!

With a Song in My Heart—Fox Trot Vocal Refrain
Yours Sincerely—Fox Trot Vocal Refrain
LEO REISMAN AND HIS ORCHESTRA
No. 21921, 10-inch

Walking with Sunshine—Fox Trot With Vocal Refrain
That's You, Baby—Fox Trot (from "Fox Movie-tone Follies of 1929") With Vocal Refrain
GEORGE OLSEN AND HIS MUSIC
No. 21927, 10-inch

The Wedding of the Painted Doll—Fox Trot (from Metro-Goldwyn-Mayer picture, "Broadway Melody")
I'm Ka-rasy for You—Fox Trot With Vocal Refrain
HORACE HEWIT AND HIS ORCHESTRA
No. 21957, 10-inch

Breakaway—Fox Trot With Vocal Refrain
Big City Blues—Fox Trot (from "Fox Movie-tone Follies of 1929") With Vocal Refrain
GEORGE OLSEN AND HIS MUSIC
No. 21961, 10-inch

Underneath the Russian Moon—Waltz Vocal Refrain
The One That I Love—Loves Me—Fox Trot Vocal Refrain
RUDY VALLEE AND HIS CONNECTICUT YANKEES
No. 21963, 10-inch

I Kiss Your Hand, Madame—Fox Trot Vocal Refrain
Josephine—Fox Trot (from Metro-Goldwyn-Mayer picture, "Tide of Empire") With Vocal Refrain
LEO REISMAN AND HIS ORCHESTRA
No. 21920, 10-inch

Bye and Bye Sweetheart—Waltz With Vocal Refrain
My Time is Your Time—Fox Trot With Vocal Refrain
RUDY VALLEE AND HIS CONNECTICUT YANKEES
No. 21924, 10-inch

Pagan Love Song—Waltz (from the Metro-Goldwyn-Mayer picture, "The Pagan") With Vocal Refrain
THE TROUBADOURS
No. 21931, 10-inch

The One Girl—Fox Trot With Vocal Refrain
NAT SHILKRET AND THE VICTOR ORCHESTRA
No. 21931, 10-inch

I Got the Blues When It Rains—Fox Trot Vocal Refrain
The Things That Were Made for Love—Fox Trot
NAT SHILKRET AND THE VICTOR ORCHESTRA
No. 21943, 10-inch

Mean to Me—Fox Trot With Vocal Refrain
That's What I Call Heaven—Fox Trot
With Vocal Refrain
LEO REISMAN AND HIS ORCHESTRA
No. 21921, 10-inch

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RAILWAY STRIKE
SETTLED.THE FULL TERMS OF
AGREEMENT.SUNNING LINE STAFF
RESUME WORK.

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, July 3.

Thanks to Government pressure coupled with the persuasions of the Arbitration Committee, the strike of the Sunning Railway workers has been settled. The service will be resumed from to-morrow morning, July 4; the strikers having all agreed to go back to work. The following demands were presented to the Arbitration Committee by the strikers, and against them we give the final settlement:—

1. That Chen Wing Kwei, manager of the Sunning Railway Company, Ltd., should be severely punished for fabricating false rumours with evil intent about the Union workers.—This matter shall be dropped altogether.

2. That all the strikers shall receive their pay as usual during the period of the strike.—Accepted.

3. That the Company shall re-instate all the Union workers which it has discharged.—No dismissed workmen shall be reinstated unless this is first sanctioned by the Arbitration Committee, the Company and Union.

4. All the workmen dismissed when the Company was reorganised some time ago under Government direction, should be given first preference when the Company is in need of more workmen.—This demand cannot be accepted, for these workmen were dismissed by the Government when it took over the control of the Railway on December 18, 1928. The Government had proof that these men were lazy and therefore earned dismissal.

5. No workmen other than the bona fide members of the Labour Union shall be permitted to work on the Railway.

6. Whenever the Company hires any workmen, the Union shall be first consulted.—These two demands cannot be accepted, for they are in conflict with the Government regulations for railroad workers.

7. The Company shall hereafter contribute \$500 per month for the education of the members of the Union.—The Company undertakes to give some subsidy to the workmen's school when it is established.

8. The Company shall hereafter dismiss no workmen unless for adequate reason. Under no condition shall the wages for their successors be lower than that of the dismissed men, with the consent of the Union.—Accepted.

One amendment was insisted upon by the Company. The Union shall be responsible for the apprehension of the offenders who withdraw from the staff of the Railway. These terms were finally accepted and signed by both parties.

BUTCHERS' STRIKE OVER.

HIGH PRICE OF MEAT.

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, July 3.

The butchers' strike in Canton, which looks so formidable yesterday, has ended. The strikers have been compelled to bring their cattle to the abattoir to be slaughtered under the eyes of the veterinary doctors. Each pig is now brought to the nearest abattoir where it is first examined to make sure that it is fit for human consumption before it is being slaughtered. Each carcass must now bear the blue seal of the Health Bureau before it may be sold in the market. The Police have been instructed to keep a sharp lookout for carcasses bearing no such seal.

Although the strike has formally ended, very few pigs are brought to the abattoirs. The written, while walking through the meat markets in Canton this morning, saw only a few butcher shops open for business, and the shortage of meat has caused a big increase in the prices. Lean pork is now sold at \$1.60 per catty. This is twice what it was before the strike. The price of beef has also gone up.

MISCHIEF AT BIAS BAY.

According to a report in the vernacular Press, the piratical inhabitants of the Bias Bay district have destroyed the wireless station. Admiral Chen Chak has, in consequence, sent two gunboats, the Hoi Fu and Ping Nam, to that district to attack these outlaws. Simultaneously, the Canton Military Department has sent a large number of engineers to repair the damaged wireless.

MENTALITY OF A
PRISONER."BORDERLINE" OF
INSANITY

THE SAMPAN MURDER TRIAL.

Several witnesses who had given evidence at the first day's hearing of the murder charge against Chau Kau, a junk fooki, were recalled yesterday when the trial was resumed before Mr. Justice Wood and jury. Prisoner is alleged to have murdered his employer's daughter in a sampan while in mid-harbour.

Dr. J. E. Dovey, one of the recalled witnesses, said that he found no injuries on the body of the girl found in the sampan such as could have been caused by a blunt instrument. There were also no signs of indecent assault. In the case of the other girl whose body was recovered from the harbour, there were seven or eight injuries, and witness was of the opinion that she was alive when she entered the water.

The younger brother of the two victims, who was the chief witness for the prosecution, stated that he had no watch, but he guessed the time the fighting started. This occurred shortly after the Canton boat had passed. In cross-examination witness said that he saw very little of the fight, as he became unconscious while crouching in the stern of the boat.

Prisoner's Sub-normal Intelligence.

Mr. Leo d'Almada, jun., before calling evidence for the defence, said that he would argue later on that the Crown case could not be accepted, but at this stage he would confine himself to the evidence which he would call. In the first place a motive for the crime had not been established. As evidence would show, no money or articles of jewellery had been stolen from either of the murdered girls.

Counsel would also call Dr. Cannon to give evidence of mental tests during the period he had the prisoner under observation. Prisoner had failed to pass a test which any ten-year-old child in England, or a child of fifteen in China considering the difference in language and range of thought could have passed. Like all medical officers of repute, Dr. Cannon was loath to express a definite opinion one way or the other, but his observations would show that the prisoner was subject to irresistible impulses.

Mental Test Questions.

A Chinese witness stated in evidence that he acted as interpreter to Dr. Cannon in the Prison Hospital on June 23. Witness was given a paper containing the following in English, which he was asked to put to the prisoner in Cantonese: "An unfortunate man fell off his bicycle and was killed instantly. He was taken to a hospital and they fear he will not recover."

Witness could not remember what prisoner said, but he interpreted it to Dr. Cannon who wrote it down. The same statement was put to another prisoner who was also present, and he at once asked how a dead man could recover.

Another statement put to the prisoner in the dock was: "There was a piracy yesterday, but it was not a bad one. Only 43 people were killed." Witness remembered the prisoner's answer was that was not a serious case. The other prisoner said it was a serious case.

Answering Mr. Somerset Fitzroy, prosecuting counsel, witness said that at first he did not think much about the statements he was asked to interpret, but later it struck him that they were nonsensical.

Prisoner's Irresistible Impulses.

Dr. A. Cannon, medical officer in charge of Prisons and the Mortuary, gave evidence of his observations. Witness said that he had made a special study of pathology. Prior to coming here he was attached to the West Riding Lunatic Asylum, being associated with Dr. Joseph Shaw Bolton, and had considerable experience in mental cases.

Speaking of the prisoner, Dr. Cannon said that he kept him under observation for about a month, subjecting him to various tests both physical and mental. The physical tests showed that prisoner was in a debilitated condition, and also that he had a vacant expression.

Witness concluded from the mental tests that certain workings of the prisoner's mind were faulty, showing very little control over his mental processes in things that he

(Continued on next column).

CENTRAL COURT
CAMEOS.

[By "HUMANIST."]

Mr. Hamilton wiped his glasses. "Do these two defendants live locally?" he asked.

"My client," explained a solicitor proudly, "is a doctor's houseboy."

"And mine," interposed his colleague, hastily, "is bar boy at the Savoy Hotel."

"Which might," observed the magistrate thoughtfully, "be taken by some people as a mitigating factor in connection with this case. As it is, they will be fined \$10 each."

Four Chinese matrons stood in front of the dock. "Fighting, Your Worship," explained a police sergeant.

"Water?" asked the magistrate. "Yes, and two of them had bamboo poles," replied the sergeant.

Mr. Hamilton sighed. "Advise them to be more patient in these trying times," he said. "You cannot very well press this type of charge. They will be bound over for six months in a sum of \$30 each."

"I saw the prisoner steal the melon," declared a Chinese night watchman. "He took it from a pile of fruit that was being unloaded near the Praya."

The magistrate scanned the charge-sheet. "It was the biggest melon of the pile," added the watchman, sadly.

"The police are always receiving complaints about fruit being stolen," interposed a police inspector.

"But my only catchee one piece," averred the prisoner.

"But you will go to prison for seven days for stealing," declared the magistrate.

The prisoner left the dock in the charge of a warder and the expression on his face suggested that he thought he would have got a "lifer" had he stolen the whole pile!

The village blacksmith who has never shed a horse gazed stolidly at the Court clock.

"You bought these iron rods, without making inquiries, from the prisoner because you knew him well and thought everything was alright!" asked the magistrate.

"Hui," assented the relieved son of the devil.

"I dived into the creek and fished them up from the bottom," declared the prisoner.

The magistrate looked wise. "If that were so, the rods would be muddy all over. As it is, only one end of the rods shows traces of mud and that agrees with the complainant's story that he kept them standing on end with the bottom part buried."

The prisoner, who found this line of argument quite unanswerable, went to jail for 14 days, 13 of which he will no doubt spend in "thinking of another" for future occasions.

Disliked. Witness found also that these processes led a stage further than even reasonable abnormality to obsession of the mind. Prisoner belonged to the "border line" or transitional class, which was a stage before lunacy.

A transitional mind, witness continued, could have been in that state for at least twelve months or probably more. During the period of observation prisoner gave evidence of irresistible impulses. As a result of conversations with him witness was led to believe that prisoner had suffered from these impulses, not necessarily at any particular time. Irresistible impulse had been given the name of impulsive insanity by medical authorities.

Driven to Commit Homicide. Following observations made by his Lordship, witness said that a person in such a state may know that he is doing wrong, but is driven by impulse. They do not make preparations for homicide as a rule. It is more usual for them to attack without reason. A homicide is not likely to run away.

Cross-examined by Mr. Fitzroy, witness said that he was satisfied the prisoner was not pretending. He had instances of malingering among the inmates, but this was not so in the case of the prisoner, whose actions were closely observed unknown to him. As regards cleanliness, the prisoner was normal.

Dr. Cannon agreed with his Lordship that the gist of his evidence was that if somebody told him that the prisoner acted under irresistible impulses, witness would not be surprised.

In re-examination, witness said that the prisoner's mind was equal to that of an average school boy of ten years at home or thirteen out here.

Further hearing was adjourned until 10.30 this morning when Mr. d'Almada will deliver his address for the defence, after which Mr. Fitzroy will reply for the Crown. The trial will probably conclude in the morning sitting.

AN INTERRUPTED
FIGHT.YOUNG ENGLAND AND
YOUNG CHINA.MAGISTRATE WARNS ALL
PARTIES.

"I had a dog on a leash. He had a dog on the leash. He wanted to make the dogs fight, but I had no time, so I kicked his dog away. He resented this and struck me. I struck him back and a fight ensued. I was winning and he unleashed his dog and was about to strike me with the dog chain when my uncle arrived."

The above statement was made by a youth named Hill, in a case in which Mr. J. Marshall and Mr. A. Marshall were summoned for assaulting a Chinese boy in the employ of Mr. Souza of No. 51, Leighton Hill Road.

The complainant claimed that young Hill kicked his dog for no reason and when he remonstrated Hill struck him. The defendants, who are connected with the Pagoda Store, Leighton Hill Road, joined the fight and struck him several blows. A Chinese at a garage in Leighton Hill Road said he saw Mr. J. Marshall strike the boy.

In the witness-box, Mr. J. Marshall said that he and his brother only interfered when the complainant was about to strike Hill with a dog leash. The lad was his nephew.

Answering his Worship, witness said that there had been a little trouble previously between his wife and the sister of the complainant's employer, but it had not been of a serious nature. He admitted having struck the complainant, but described the blows as "slight taps."

Evidence of a corroborative nature was given by the second defendant, Mr. A. Marshall.

The Boys Delight!

In dismissing the summons, his Worship said he was quite satisfied as to what happened. It started with a boyish quarrel between the youngsters and the complainant must have been getting the worse of it when took the nearest weapon—the dog leash—and was about to use it. His Worship said he had been here for many years and had frequently seen small Chinese boys, when fighting, produce bricks. He was satisfied that the complainant tried to hit Hill with a chain.

Under the circumstances the defendants were entitled to interfere," said his Worship. "The only thing I am in doubt about was whether the first defendant did or did not use too much force. He has been perfectly honest and admitted the thing and on the whole I think he did not use too much force."

His Worship warned the parties that there was to be no further trouble and added that they would be charged with disorderly conduct should any of them appear before the Court again.

AT THE POLICE COURTS.

FRAYED TEMPER.

In a case which came up before Mr. E. W. Hamilton yesterday in which four women were charged with fighting at a street fountain, the police indicated that they were not pressing for heavy penalty.

Mr. Hamilton (to defendants): You must keep the peace over this water business.

The first woman: I did not fight.

They were—

Mr. Hamilton: You will all be bound over in a personal bond of \$50 to keep the peace for six months.

Wasting Water.

Charged with wasting water, a Chinese explained that he had poured four buckets of water into a drain because his conscience would not allow him to make congee for his customers with water which had been contaminated by bilge leaking from an overhead waste pipe.

The police stated that the defendant was seen to obtain the water from a fountain at Aberdeen Street, and the only reason as far as they could see for his action was that he had some heated words with his fooki over the water.

His Worship fined defendant \$25 or in default, one month's hard labour, adding that it was most probable that defendant lost his temper and poured the water into a drain.

Street Fountain Fighting.

Five Chinese were before Mr. T. S. Whyte-Smith at Kowloon Magistrate yesterday for behaving in a disorderly manner by fighting at a street fountain in Peking Road. The first defendant was also charged with assaulting a Chinese detective. All defendants pleaded guilty to the first offence, but the first defendant denied striking the police

(Continued at foot of next column).

CORRESPONDENCE.

CLASSIC MUSIC AND
OTHER.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—Musical must have a strange ear if he detects no difference between "The Geisha" and the Sullivan operas. The former is simply a tangle-tangle of stuff, pretty, "catchy," if you like, but not music. The Sullivan scores, on the other hand, are real music—light, certainly, but consisting of melodies and harmonies which will stand any test, not like the vapid stuff for which Daly's Theatre was famous forty years ago. The "books" of the two varieties of plays are also entirely different.

As I understand it, the criticism of the Philharmonic Society's proposal to present "The Geisha" is not solely based upon the lady's age, but on the fact that the play is a silly, trashy sort of a thing, and the music of a trivial type unworthy of an organisation calling itself a Philharmonic Society. In other words, we expect something better—Yours, etc., PLAYGOER.

Hong Kong, July 3.

SPEED SWIMMING.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—Your correspondent, Leung Tit Sang, appears indignant because I stated in my notes on swimming that "the Chinese have not so far provided a local champion in long or short distances in speed swimming."

Mr. Leung points out that the Chinese hold the 100 yards breast stroke and the 100 yards back stroke records for Hong Kong. He argues that although these strokes might not be speedy enough to be considered as speed swimming, these events are important enough to be included in the Olympic Games.

Whether an event is included in the Olympic events or not does not enter into the question. If Mr. Leung will say definitely that there is any school of swimming where the breast stroke or the back stroke is taught because of the speed it gives, I am willing to take a back seat. I always thought the "crawl" was the thing, and in this department I am sure Mr. Leung will be the first to agree with me that although the Chinese possess some very good exponents, they have not yet provided a champion.

As to the coach, what I had in mind was the coach for those who were on the threshold of their swimming careers and not for those who have, like your correspondent, swum for years. Those who go in for swimming know Mr. Leung Tit Sang as a good swimmer, but even in his case, I would say that had he been properly coached at the right time, he would have done much better and would probably have some open championship in speed swimming to his name—Yours, etc.,

BROADCASTER

Hong Kong, July 3.

COMMUNISTIC SLOGAN
PAINTERSSENTENCED AT CENTRAL
MAGISTRACY.

Two Chinese who were arrested last week for painting Communistic slogans on the wall of the Royal Naval Yard were before Mr. E. W. Hamilton at Central Magistracy yesterday.

The charges against the prisoners were damaging the wall and putting up notices without the permission of the S.C.A.

The defendants were represented by Mr. F. X. d'Almada, jun., and Mr. A. E. Hall.

It was given in evidence that the first defendant was painting on the wall while the second held up a bucket of paint. They were arrested at 10 p.m. on June 23 and the slogans they were painting urged a renewal of the Hong Kong Canton Strike and referred to the Shaki affair.

Mr. Hall asked for leniency for his client, in consideration of the fact that he had been in custody for more than a week. Mr. d'Almada said his client was illiterate and was holding the pot of paint just to oblige his companion.

The first defendant was sentenced to two months' hard labour on the first charge and fined \$35 or an additional month on the second. The second defendant was sentenced to one month's hard labour and fined \$10 or fourteen days in addition on the second count.

It was stated that the defendants were fighting with six others and three were taken to the Station by an Indian constable, and when the detective attempted to arrest the first defendant he was knocked down. Defendant in answer to the charge said that the detective slipped on the wet ground.

The Magistrate imposed a fine of \$25 on the second defendant and fined the others \$4 each.

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LISETTE ... WALTZ
5360 I PAW DOWN ... Fox-Trot
A DICKY BIRD TOLD ME ...
5361 JIMMY MAN ...
SECOND HAND ROSE ...

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S. HAMPTON ROSS.
Joint Liquidators.
[8084]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of Sale by Public Auction to be held on MONDAY, the 8th DAY of JULY, 1929, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at Sham-shui-poo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
1	1219	New Kowloon Inland Lot No. 1219, between New Kowloon Inland Lot No. 1213 and 1199, Chuan-shui-shan, and Wai-lai, Sham-shui-poo.	14 ft. 6 in. by 14 ft. 6 in.	212 sq. ft.	12-4-0	187-2-0

[8062]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 8th DAY of JULY, 1929, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at Mong Kok Tui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
10	1220	New Kowloon Inland Lot No. 1220, between New Kowloon Inland Lot No. 1219 and 1199, Chuan-shui-shan, and Wai-lai, Sham-shui-poo.	14 ft. 6 in. by 14 ft. 6 in.	212 sq. ft.	12-4-0	187-2-0

[8063]

THE CHINESE ENGINEERING & MINING COMPANY, LTD.

1st MORTGAGE DEBENTURES (KAILAN BONDS).

PAYMENT of the HALF-YEARLY INTEREST due on the 1st JULY, 1929, will be made on Presentation of Coupon No. 34 at Any of the undermentioned Banks, viz.:

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The Interest, less Income Tax at 4% in the 2, will be:

On 220 DEBENTURES: s. d.
Per Coupon (Gross) ... 12. 0.
Less Tax at 4% in the 2 ... 2. 4. 4/5
Net Amount Payable ... 9. 7. 1/5

On 2100 DEBENTURES: s. d.
Per Coupon (Gross) ... 23. 0. 0.
Less Tax at 4% in the 2 ... 12. 0.
Net Amount Payable ... 11. 0. 0.

On 2500 DEBENTURES: s. d.
Per Coupon (Gross) ... 215. 0. 0.
Less Tax at 4% in the 2 ... 8. 0. 0.
Net Amount Payable ... 207. 0. 0.

Payment will be made in Local Currency at the Demand Buying Rate of Exchange of the Day the Coupon is presented.

By Order,
THE KAILAN MINING CORPORATION,
E. J. NATHAN,
Acting General Manager.

INTIMATIONS.

WATER EMERGENCY COMMITTEE.

A CONTROL OFFICE HAS BEEN OPENED, as From TODAY, at POST OFFICE BUILDING, 1st Floor.

All Inquiries and Communications regarding the IMPORTATION OF WATER should be made there.

WILL STEAMSHIP AGENTS PARTICULARLY NOTE

TEL. No. 2527 and GOVT. No. 284.

By Order,
H. S. ROUSE,
Secretary.

NOTICE.

THE AMERICAN COMMUNITY of Hong Kong will be at HOME to Their Friends on the 4th JULY, 1929, 11.30 A.M. to 1 P.M. at the AMERICAN CLUB, DUNDRELL STREET. [8048]

CANTON MUNICIPAL WATER WORKS.

NOTICE.

THE CANTON MUNICIPAL WATER WORKS ask all Engineering Firms interested in quoting for PIPING and WATER TOWER for the NEW PLANT of the CANTON MUNICIPAL WATER WORKS, to submit TENDERS with the following General Specifications:

- PIPING:—
1.—30"–9,000 Ft. Length of Steel, and Alternatively Cast Iron Pipe, with a Tested Pressure of 680 Ft. Head.
2.—Socket and Alternatively Flange Joints.
3.—Price Per Running Foot should include Packing Materials, etc.
WATER TOWER:—
1.—14'–18' Steel Water Tower, Knocked down and Ready for Re-erection.
2.—45' Diameter and having a Water Column of 25'.
3.—Tank Supported by an Under-structure 25 Ft. High.

TENDERS are requested to give Full Particulars and to furnish Detail Drawings.

TENDERS FOR PIPES will CLOSE in FOUR WEEKS, For TOWER in EIGHT WEEKS Time From the Date of This Notice being inserted in the Newspapers.

Dr. WU PAK LIANG,
Commissioner,
CANTON MUNICIPAL WATER WORKS,
Canton, 17th June, 1929. [8043]

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WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.15 p.m., stated:—

Pressure is highest in the vicinity of the Bonins and relatively low over China.

Local Forecast:—S. winds, moderate, fair generally.

Editorial and Business Offices: 11, Lee House Street, Tel: Central 12.
Night Editor (Wanchai Office): Tel. Central 4511.
London Office: 21, Bridge Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, JULY 4, 1929.

THE CONSUMER WILL PAY.

Writing many weeks ago on the subject of the water supply, we drew attention to the fact that feeling among the Chinese community in the Colony was becoming uncomfortably high in consequence of the severe restrictions imposed. We urged that something should be done very shortly to meet the grievances which were then almost imperceptibly being given expression. Something has been done in the interval—more tanks have been erected, more taps have been fitted to them, more street-fountains have been fixed—but the great grievance remains unremedied. Ample water is now available for the Colony from various sources; ships are bringing supplies from near-by places, from Shanghai, and even from Japan. The problem is less where to get or how to bring water, than how to distribute it most effectively and equitably. Every day the Chinese are getting more restive at the system now in operation, which entails such wasteful waiting for water. The discussion which took place on Tuesday at the Chinese Chamber of Commerce very clearly reveals the irritation which has been aroused. The proposal to call a public meeting to discuss the situation further also indicates a determination not to let present conditions continue without organized protest. These developments confirm the opinion we expressed in these columns many weeks ago regarding the dissatisfaction existing among the Chinese in the Colony.

The popular demand is that the Government make the necessary arrangements to supply water to the community through the mains. Dr. KOTZWEIL is reported as saying that the Government is willing to do this, but has no funds available to meet the expense. The best thing to do in these circumstances, he suggested, was to call a public meeting and find out whether the public were willing to foot the bill, and, if so, to what extent and in what form. We do not agree that this is the real issue at all. The only point that matters is whether the Government is in fact prepared to supply water through the mains. Dr. KOTZWEIL says the Government is willing to pump imported water for a restricted service to the community through the mains in the ordinary way, but that the expense of such a scheme is prohibitive. Desperate cases justify desperate measures of relief, and there is no blinking the fact that the position in regard to water distribution is becoming desperate. There is growing reluctance to make use of tanks which have been erected; there is growing insistence that a better and more uniform system of distribution be devised. The question as to who shall pay for it really does not arise. When the Government says it cannot afford to pay for the admittedly better system of distribution, what is meant is that the available public funds in hand are not sufficient to meet the additional cost. The Government has no money of its own; the funds expended on administration consist of public money contributed by the community in various forms of taxation. Every person resident in

the Colony contributes to this store of cash, directly or indirectly. The additional expenditure already incurred by the Government as the result of action taken to supply the Colony with water will have to be met by the community. The cost of pumping water for distribution through the mains would be met in precisely the same way.

The point on which the community is completely in the dark is whether the proposition of water distribution by main is practical or not. It is obviously the ideal method—is it a workable one? Such information as we have been able to gather indicates that it is not. We are told that to provide a two-hour supply daily by rider-mains it would be necessary to open the principal mains for twelve hours. It is also estimated that from six to seven million gallons of water would be drawn—almost double the present restricted supply available in the Colony. If this information is correct, the whole aspect of the situation changes—and for the worse. If the proposed public meeting is called to discuss the problem, the Government should ask permission for a spokesman fully acquainted with the facts to address the gathering and explain the position clearly. If the pumping plan is not a practical one, let the Government definitely say so, and explain why. If there is no obstacle but that of expense, let that fact, too, be made known.

In another column a correspondent suggests that the Government raise a Water Loan to meet the cost of distribution through the mains. There would be no difficulty in raising money by this means; a gilt-edged security at six or even five per cent.—would be very quickly taken up, but in whatever way the money were raised, the consumer would pay in the end. He is paying heavily now—especially he who is least able to afford it—and he will have to pay, in the form of increased taxation, for whatever other measures are taken by the Government to meet the situation. A rough estimate of the cost of fetching and of distributing water through the mains indicates a monthly expenditure of \$800,000. It seems a prohibitive sum, but as Dr. KOTZWEIL says, when we think of the time now wasted in waiting to get water, and of the money spent in paying others to wait and to carry water, "we begin to feel that the less they sustain is far heavier than the cost of pumping from tankers into Tytam."

There is no doubt that the whole question of water supply has been badly bungled for years past. "Sufficient unto the day" has been the guiding principle, and stop-gap measures have been adopted rather than progressive and permanent plans. Sir H. E. POLLOCK, in a letter published in our columns yesterday, gave a detailed criticism of the Government's water policy which showed the urgent necessity of speeding up the work in contemplation if we are not to be caught napping again in a few years. The writer of a letter published elsewhere in this issue suggests going into Chinese territory to secure an adequate supply of water. This is quite unnecessary. The natural catchment areas on the Island have not been made full use of. Instead of developing these resources as they should have been, official eyes have looked across the harbour to the hills beyond Kowloon. A pipeline to Hong Kong was proposed, agreed to, shelved, and is now hastily adopted once more—another example of the "stop-gap" method. What is wanted is permanent relief—not a dolt; a far-sighted water-works scheme which will provide for normal requirements thirty years ahead instead of three, and will provide against abnormal conditions instead of waiting for a friendly typhoon to turn up and save the situation.

News and Views.

One (Japanese) case of enteric was reported from Kowloon during the 24 hours ended July 2.

The report of the Medical Officer of Health for the week ended June 29, includes two cases (1 death) of small-pox, one case, and one death from diphtheria (all Chinese) and 7 cases of enteric. Of these the last 3 are from Victoria, 2 from Kowloon and 2 from the N.W. Territory; 3 deaths are reported. The enteric cases were 6 Chinese and 1 Japanese, one case was imported.

The police were yesterday investigating the theft of \$750 in banknotes from 4, Aberdeen Street. A woman residing at this address reported that the money was stolen some time on Tuesday evening.

A part of a seaplane float has been salvaged from the Harbour by divers of the Port Development Department. The float is of aluminium and while broken at one end, is not wrecked. It is now at the P.W.D. workshops awaiting a claimant.

According to a report, made to the Police, 73 dozen ladies' silk stockings and a quantity of silk have been stolen from the Wing Ngai Knitting Factory at Shantung Street, Mongkok. The value of the goods stolen is placed at \$1,345.

The South China Athletic Association are holding a dinner party at their Club on Saturday, July 6, in commemoration of the facts that their football team won the Hong Kong F.C. Shield, and that the Baseball and Basketball teams have won the championships in their respective leagues.

A fine of \$7 with the usual alternative of "seven days" was imposed on a coolie by Mr. E. W. Hamilton for stealing a water melon. The defendant was employed unloading fruit from a junk, when he was tempted to steal some. He was seized by a market watchman, specially employed to prevent the pilfering which is going on at present.

Major C. R. W. Tuke, R.A., has reported to the police the loss of a Cook's tourist ticket holder containing \$150 in Hong Kong and Shanghai Bank notes. The holder was either stolen from him or lost while on the way between Stonecutter's Island and S. Aimai Villas. Other contents were some cards and two receipts for registered parcels sent to England.

A plucky rescue was effected by a passenger on board a Yaumai ferry boat on Tuesday evening, when a woman was seen to jump overboard. The rescuer, a cook-boy, dived in and managed to keep the woman afloat until the ferry was stopped and both taken on board. The woman was handed over to the police and later taken to the Kwong Wah Hospital.

A warrant has been issued for the arrest of Kwong Sik-un, who, according to a police report, is wanted for an alleged swindle of \$2,500 which he is said to have obtained from two firms who supplied him with goods to the value of £1,400 each. The victims are Messrs. Yuen Cheung Loon of No. 8 New Market Street and Yuet Wah Loong of No. 288 Des Voeux Road.

The case against the two watchmen of the Supreme Court who are charged with conspiracy to defraud \$27 and \$50 from a woman in Shaikwan was concluded at the Central Magistracy yesterday. Mr. E. W. Hamilton, at the close of the evidence mentioned that the case bristled with probabilities on both sides and he reserved his decision until Saturday morning.

A head-on motor collision occurred on the Castle Peak Road on Monday evening when cars driven by Mr. F. D. Gourdin, of the Bank Line and Captain Riggs, of Holt's Wharf respectively, met at the 14th milestone where the road is undergoing repairs. Mr. Gourdin's car was more damaged than the other, the front radiator taking the brunt of the collision. Fortunately, both drivers escaped unhurt.

A police raid was made recently at No. 1014, Canton Road and some 6,000 singlets bearing the infringed trade mark of the Tung Hing Knitting Factory were seized. The principal tenant of the floor was subsequently summoned before Mr. Whyte Smith but was acquitted as the prosecution were of the opinion that the singlets belonged to two sub-tenants who had disappeared. On the application of Mr. E. S. C. Brooks yesterday the Magistrate ordered the delivery of the singlets to the complainants.

Two Chinese, one a returned banished, were charged before the Kowloon Magistrate with removing 28 panes of glass from an unoccupied house in Shamshui-poo. The banished was also charged with returning too soon to the Colony. The defendants were actually found in the act of removing the panes from the window. The banished was sentenced to three months' imprisonment on the first charge and a further nine months and 15 strokes of the birch for returning from banishment. The other defendant, who had a previous conviction, was sentenced to two months' imprisonment.

The forthcoming marriages are announced of Mr. James Rapley Sweeney, foreman ship builder of Kowloon Docks, to Miss Janet Bell Paul, of Dumbreck House, Glasgow, and of Mr. Peter Allan Dragon, teacher at the Wah Yan College (living at 31, Battery Path) to Miss Bernice Ishmaline Chenallo of 38, Canine Road.

A number of matsheds and hovels in Wong Nei Chong, near the old Tytam Road have been dismantled by P.W.D. officials because they trespassed on Crown Land. The inhabitants were brought before Mr. E. W. Hamilton and were fined \$10 each, or fourteen days. It was stated that the people living on the site had established a small community and had taken to rearing pigs with all their attendant filth. Attempts to remove them from the site before had been only temporarily successful as they had returned as often as they had been removed, and it was necessary to bring the matter to the Court.

"The Glorious Fourth."

To-day is the anniversary of the declaration of American independence in 1776. Citizens of the United States the world over observe the fourth of July as a great national holiday, and in the Far East the occasion is always marked by a display of generous hospitality to their many friends of other nationalities. In Shanghai and in Japan ports there will be ball-games in addition to the more formal celebrations, but here in Hong Kong no such appropriate fixture has been arranged—there is no place to play on, even if a match were contemplated. However, at the American Club in Duddell Street our friends will be "at home" this morning from 11.30 to 1 p.m., and will proffer the usual kindly hospitality to those members of the community who are disposed to call to offer their congratulations. May every anniversary of "The Glorious Fourth" see Anglo-American relations more friendly than the last, and see the United States still on the most cordial terms with every other civilised Power. It is a great nation which has grown out of the little band who declared their independence a hundred and fifty-three years ago, and their old enemies are to-day the first to recognise and admire the remarkable achievements of a young and virile people.

In Canton the American Community have planned a full day's programme for "the glorious 4th." The Consul-General and Mrs. Jenkins will be "at home" at the Consulate in the morning, and during the tiffin hours the American Community are holding an "at home" at the Canton Club. The afternoon will be devoted to sport, a basketball match has been arranged between U.S.S. Mindanao and Shamen, and children's games will be held on Shatoum Law Tennis Club grounds and in the Shamen swimming pool.

Looking Back 25 Years.

A good story is told about a deep-sea fishing party that went out the other day from Hong Kong on a junk to a point beyond Stonecutter's. They belonged to the staff of the Victoria goal. They were away for the best part of the day, and returned with a splendid bagful of fish, which were produced in the mess-room and exhibited with much pride and boasting. Afterwards the fish were distributed, some going to the boys. One of the boys, on receiving his present, thanked the donor profusely and ejaculated:—"Ee yah! No. 1 fish; belong Canton salmon!" And on further examination it turned out that the whole catch were fresh-water fish, presumably from the market!—*Hong Kong Daily Press*, July 4, 1904.

Looking Back 50 Years.

A sentence passed at the Magistracy yesterday by the Hon. C. B. Plunket is so extraordinary as to call for some notice. The most probable explanation of it is that it was a slip on the part of the magistrate, who could hardly, we think, have intended the sentence to be exactly that which he passed. A man who is bound over to keep the peace for twelve months is brought up within that time and convicted of crime. He is, of course liable to be punished for the crime itself and also for the breach of his bond, either by having his recognisance extracted, or, failing payment, by further imprisonment. In the case referred to the man was sentenced to six months' imprisonment and having his recognisance extracted, or, in default of payment, to six months' imprisonment—not however, in addition to his former sentence, but contemporaneously with it. As the man has only one body to be imprisoned, this is of course simply saying in effect, "If you like to pay the money, well and good; if not, it makes no difference." The man was a Chinese, and the most men of his class if he does pay.—*Hong Kong Daily Press*, July 4, 1879.

U.S. JOURNALIST IN TROUBLE.

NANKING DEMANDS HIS DEPORTATION.

FOR "DELIBERATE FABRICATION."

[THROUGH REUTER'S AGENCY.]

NANKING, July 3. The Foreign Minister, Dr. C. T. Wang, has sent a Note to the American Legation at Peking requesting the deportation of Mr. Hallett Abend, the Peking correspondent of the *New York Times*. The Note charges Mr. Abend with "deliberate fabrication" in stating in the *New York Times* on April 25 that Marshal Chang Hsueh Liang had declared the nation had been betrayed by the present Nanking leaders who were "rotten to the core."

The Note states that Chang Hsueh Liang categorically denied he ever made such a declaration, and then proceeds to say that clippings collected in the last eight months "unequivocally show malicious intent" on the part of Mr. Abend, "to unfairly and unjustly discredit and ridicule the National Government and its officials."

YEN'S "DIPLOMATIC" ILLNESS.

CHIANG KAI SHEK ON "LOYALTY."

[THROUGH REUTER'S AGENCY.]

PEKING, July 3. Late this evening while Ho Cheng Chun and Feng Feng Jen were in conference with Yen Hsi Shan, the latter was suddenly taken ill. A doctor was called and he ordered Yen Hsi Shan to hospital without delay.

Yen Hsi Shan thereupon entered the German Hospital, which is believed that he is suffering from dysentery.

Significant Comment.

PEKING, July 3. Yen Hsi Shan was better this morning, it is stated, but some quarters believe Yen's illness is "diplomatic," due to the increasing pressure of Chiang Kai Shek's persuasion of Yen to remain in China.

This appears to be borne out by significant passages of an interview that Chiang Kai Shek gave a Chinese agency yesterday, in which he states he has informed Yen that the Government desires him to stay in China at this critical juncture, when the unification of the country is progressing.

As the foundations of the Party and Government grew stronger, reactionary elements intrigued to overthrow the present regime, and if Yen went abroad now he would be playing into their hands. He had received telegrams from the Government stating that if Yen should stay he would be allowed to go abroad after the rehabilitation of the North-West.

At the present time it was essential that all Government decisions and mandates should be accepted and obeyed without question. In this respect responsible members of the Party and Government should set an example.

Sun Yat Sen once stated during the revolutionary period that individuals had no freedom. Yen Hsi Shan, by reason of his loyalty up to now, was qualified to be a model in the eyes of his colleagues, and should faithfully obey the decisions of the Government, for the mission of the Party and Government was more important than individual friendship.

YEN'S MESSAGE TO NANKING.

[NAN CHUNG KUO NEWS SERVICE.]

SHANGHAI, July 3. A wireless message was sent by General Yen Hsi Shan to the Central Kuomintang at Nanking expressing his determination to join Feng Yu Hsiang for a journey to Japan. He also stressed the point that his absence from home is necessary for the maintenance of unification and peace in the country.

He mentioned that if he were to remain in command of the Shansi army, he would not only be unfaithful to Feng Yu Hsiang but would be in a very difficult position as regards the Kuomintang army which the Nanking Government had intentions to place under his command.

SINO-JAPANESE TREATY DELAYED.

[Wah Tsi Yat Pao.]

SHANGHAI, July 3. It is understood that the revision of the Sino-Japanese treaty will be postponed for the time being in view of the present Japanese political situation.

JAPANESE PRESS PLEASED.

MINSEITO CABINET WELCOMED.

A NOTE OF WARNING.

[THROUGH REUTER'S AGENCY.]

Tokyo, July 3.

The vernacular papers are unanimous in welcoming the Minseito Cabinet as the natural successor to the Seiyukai though the welcome is tinged with warning against undue enthusiasm.

The *Jiji*, while pleased at the choice of Baron Shidehara as Foreign Minister, whom it believes best suited to carry out a successful China policy, thinks some other portfolios might have been better filled.

The *Nichi Nichi* specially welcomes the inclusion of General Ugaki, who is generally considered a valuable asset owing to his liberal-mindedness, integrity, ability and knowledge of Chinese affairs.

Both the *Asahi* and *Kokumin* advise the Government to carry out the immediate dissolution of the Diet for the purpose of seeking a majority in the Lower House, but the probability appears to be that the Government will wait till the end of the year, when the Diet assembles in session.

JAPANESE TRADE RETURNS.

INCREASE IN ADVERSE BALANCE.

[THROUGH REUTER'S AGENCY.]

Tokyo, July 3.

Foreign trade returns for June show exports at ¥159,000,000 and imports ¥176,000,000, making the total for the first half-year at exports ¥1,016,000,000 and imports ¥1,299,000,000, as compared with the same period last year exports ¥943,000,000 and imports ¥1,170,000,000. While both imports and exports have risen imports show a greater rise thereby increasing the adverse balance of trade.

VOLCANO ACTIVE IN NEW HEBRIDES.

HUNDREDS OF REFUGEES.

[THROUGH REUTER'S AGENCY.]

Suva, July 3.

Mr. Joy, Resident Commissioner in the New Hebrides, reports that the big volcano, on the island of Ambrym, is again active.

Over 300 natives have left the island, and taken refuge on the island of Malekula, 30 miles distant.

Mr. Joy has arranged to provision the refugees.

An Earthquake Too.

SYDNEY, July 3.

It is reported by wireless that a severe earthquake on the night of June 28 shook the island of Ambrym and destroyed the Adventist and Presbyterian Mission stations.

It is feared the Catholic Mission is also destroyed. So far no fatalities have been reported.

FENG URGED TO COME TO PEPING.

[Wah Tsi Yat Pao.]

SHANGHAI, July 3.

Chiang Kai Shek has again wired to Feng Yu Hsiang and Liu Yu Fan to come to Peking. He said that should Feng fail to come, he (Chiang) will proceed to Fengtai to meet him when Feng passes there en route abroad.

The special train dispatched to take Feng to Peking left for Shih-chuang on Wednesday. Preparations will be taken along the railway for the protection of Feng.

DOCKERS' STRIKE IN BRITAIN.

SHIPS HELD UP IN SEVERAL PORTS.

RIVAL UNIONS AT LOGGERHEADS.

[THROUGH REUTER'S AGENCY.]

LONDON, July 3.

A dispute of rival unions has led to a strike of dockers, which is holding up ships at London, Liverpool, Belfast, and Southampton. Two ships in London are so far affected.

The trouble started when a number of the crew of the steamer Woodmark (London), who had transferred from the Seamen's and Firemen's Union to the Transport and General Workers' Union were not allowed to sign on because the agreement between the shipowners and the Seamen's Union specifies that every member of the crew of a ship shall be a member of that union.

Substitution of such members led to a strike of the rest of the crew of the Woodmark. Transport workers came out to support them and the ship was unable to sail.

The trouble spread to the London and Edinburgh passenger steamer Royal Fusilier, which is also unable to sail owing to a strike of the crew.

FOURTH OF JULY.

SERVICE IN LONDON AND TOKYO.

LONDON, July 3.

General Charles Gates Dawes, the newly-arrived American Ambassador to the Court of St. James, will preside over two American Independence Day functions in London, to-morrow.

The presence of America's Envoy to Great Britain in the city on this day will unite the American colony in closer bonds for the celebration of their national holiday.

In the afternoon the American colony will be given its first opportunity of meeting the Ambassador, when the General and Mrs. Dawes receive at the Embassy, 14, Prince's Gate. Any American citizen, whether resident or tourist in London, is privileged to attend the reception.

In the evening the Ambassador will preside over the annual Independence Day dinner of the American Society in London. This function, one of the most brilliant American gatherings of the year, will be held at the Savoy Hotel.

Dr. John Grier Hibben, President of Princeton University, will deliver the principal address at the evening banquet. Although women are generally excluded from dinners of the American Society, the affair will be open to both men and women.

The American Circle of the Lyceum Club celebrated Independence Day with a luncheon at the Lyceum Club on Monday, July 1.—United Press.

Celebrations in Japan.

Tokyo, July 3.

Americans throughout Japan will celebrate Independence Day to-morrow with patriotic programmes and banquets. The American Club, Tokyo, will hold open house, members entertaining Japanese, British and members of other nationalities as their guests.

Special baseball games between Japanese and American teams will be played in Kobe and Yokohama.

In Kanazawa, where upwards of 100 Americans, mostly women and children, are spending the summer, patriotic exercises will be held in the Auditorium.—United Press.

BOY SCOUTS FOR JAPAN.

A NOVEL VISIT.

Tokyo, July 3.

A party of 36 Japanese American Boy Scouts, none of whom have seen the land in which their forefathers were born, will arrive here from San Francisco on the Siberia Maru to-morrow to fraternize with Japanese Boy Scout organizations.

The Japanese-American Scouts are from Sacramento, and it is understood few of them speak the Japanese language fluently. Many of them are accompanied by their parents, some of whom also will be visiting Japan for the first time. The Japanese-American Boy Scouts will cheer the visitors as they disembark from the Siberia Maru at Yokohama.—United Press.

DEBATE ON KING'S SPEECH.

PREMIER OUTLINES PARTY POLICY.

AMICABLE DISCUSSION.

[THROUGH REUTER'S AGENCY.]

LONDON, July 2.

In the absence of the Sovereign, Parliament was opened by the Royal Commissioners—Lord Sankey, Lord Kintore, Lord Southborough, Lord Davidson and Lord Denman being seated on a bench in front of the empty throne.

Many Labour members in the procession from the House of Commons to the House of Lords to hear the King's speech, wore red button-holes.

The Commons assembled in the afternoon when the Minister of Health, Sir Hamar Greenwood, gave notice of the introduction of a bill to amend the law relating to widows' and orphans' pensions.

The Attorney-General, Sir W. Jowitt, amid Labour cheers, gave notice that he would introduce a bill to amend the Trades Disputes Act.

Mr. Baldwin's Speech.

Mr. Baldwin, in outlining the Conservative attitude towards the Government, said they would not offer factious opposition. They intended to assist the carrying on of Government but that demanded a certain amount of self-control on both sides. It was essential the country should face the world united. The most difficult question for settlement would arise on the Indian Statutory Commission's report, which would be the supreme acid and ultimate test.

However, he thoroughly approved of Mr. MacDonald's reported intention to visit America because both countries had suffered through the absence of personal intercourse between their statesmen.

Premier's Programme.

Mr. MacDonald said that the Government's two dominating concerns were "unemployment, social betterment and peace and security by the cordial co-operation of nations." A better understanding with America was essential to the latter and he would make a definite statement later as regards the arrangements of his visit to America. He added that the conversations hitherto were purely of a preliminary and exploratory character as the recent relations of the two countries—which he hoped would co-operate in all good causes of the world—had not been too happy. Both were determined to change that.

Mr. MacDonald assured the country that no time was being lost as the Government was anxious to build a disarmament policy upon the Kellogg Pact. Both Governments would seek immediate co-operation with other great naval Powers but a preliminary British-American understanding was essential to success.

Britain's Burden.

Referring to the proposed Reparations' Conference of the Governments, Mr. MacDonald said the immediate question to be settled was the date and place of the Conference, for which Great Britain had suggested London. A definite statement was at present impossible.

The Dawes Plan must be replaced by some new agreement. He often felt that Great Britain's meticulous attitude in fulfilling her obligations was not so much recognised as it should be. "We are bearing burdens which, in strict rectitude and in relation to the capacity of others, should not be imposed on us (Labour cheers) and we shall not go back on any of our contracts (Ironical Opposition cheers) but we shall, in future arrangements not forget that the just business and interests of our nation cannot be sacrificed." (Labour cheers.)

Russian Matters.

Replying to a question with regard to the conditions in which Russia would be recognised, Mr. MacDonald said the conditions remained as laid down in a published despatch. The Government stood by those conditions.

Turning to home affairs, Mr. MacDonald said, as regards "safeguarding" they had, on coming into office, received a report from the wool industry, which they proposed to publish, but did not intend to put into operation. They also proposed to treat as a dead-letter the "White Paper" detailing conditions for the establishing of safeguarding. Enquiries to the electorate had just expressed overwhelming opposition to protective duties and the Government did not intend to renew the existing safeguarding duties. They reserved the right to repeal them before the statutory period of their operation expired.

Coalfields.

Action with regard to the coalfields could not be long delayed, and the Government were considering all the interests with a view to producing measures that would not.

(Continued on next Column.)

SILK MARKETS RIVALRY.

AMERICA'S GROWING INDUSTRY.

TO COMPETE WITH CHINA AND JAPAN.

["D.P." Special Service.]

WASHINGTON, July 3.

In connection with the current Tariff revision discussions, it was revealed to-day that the American Silk Association representatives have requested increased protection for all silks, and silk manufactures.

The proposal includes a minimum of 70 per cent. tariff upon silk garments, and other made-up silk articles.

It is authoritatively stated that this measure is the first step in a campaign against the silk manufacturing industries of China and Japan.—United Press.

be a temporary patchwork but which would put the industry on an up-to-date and efficient footing.

Referring to the paragraph in the King's Speech on the subject of elections Mr. MacDonald said that the Government stood for Constitutional Democracy. He doubted whether some developments, like the relaying of speeches to 20 or 30 constituencies, made for democratic security.

There was also the question of the representative results of elections. Some favoured second ballots, some proportional representation and terms of reference. The proposed inquiry would therefore be wide and comprehensive.

Minority Rule.

The Government recognised that it was in a minority, if other sections of the House combined to defeat it. Therefore, the Government's work would be done largely in a spirit of consultation and not of rivalry.

Indian Questions.

Mr. MacDonald said the King's Speech from the Throne did not mention India because exploration was still proceeding. He regretted that influential opinion in India had not been favourable to the Simon Commission, and he appealed to that opinion to reconsider the situation and help us to give a happy and beneficial solution to a very difficult problem.

The King's Recovery.

All the speakers in the debate on the address referred with thankfulness to the recovery of the King whom the Labour member, Mr. Snell, in moving the address in reply to the King's speech, described as not merely the Sovereign but the friend and chief servant of his people.

The House of Commons adjourned the debate of the Address after the speech of Mr. MacDonald.

The Prince of Wales and the Duke of York led the line of Peers, who signed the roll.

Earl Russell moved, and Earl De La Warr seconded the Address in reply to the King's speech, regarding which Lord Salisbury, leader of the Opposition said there was very little in it with which the Conservatives could not cordially agree.

Favourable Press Comment.

LONDON, July 3.

Press comment on the King's speech reflects the spirit, which characterised the reception accorded Labour's victory at the polls, namely, "Give them fair play, and a chance to work out a policy."

The *Daily Herald* says the programme is a very good, beginning in the vast task of rebuilding which faces Labour, but is only a beginning.

The *Daily Mail* says it is an ambitious programme, but the wording inspires a hope that the Ministers will look before they leap.

The *Morning Post* "gratefully acknowledges" that it is not such a profession as we should expect from a Socialist Cabinet.

The *Daily Express* says the speech is mainly negative and national judgment remains in suspense, while the *Times* says the document as a whole will raise little contentment.

Amendment Speeches.

LONDON, July 3.

In the amendments to the Address Brig-General Sir H. Page Croft (Cons.), regrets that the King's speech does not mention the extension of safeguarding, which is the most effective solution of unemployment.

Mr. Macquisten (Cons.), regrets the proposal to repeal the Trade Disputes Act in view of the industrial peace it ensured.

The I.L.P. members, Messrs. Maxton, Fenner-Brookway, Kirkwood, Wise, Wheatley, Stephen and Miss Jennie Lee, demand nationalisation of the key sources of economic power, namely, banking, the importation of foodstuffs, raw materials, supplies of industrial power, transport, and land.

The Liberals, Mr. George Lambert, demands the cessation of the construction of the Singapore Base, which he says flouts the Kellogg Pact.

THE COTTON TRADE DISPUTE.

EMPLOYEES REJECT WAGES CUT.

NEGOTIATIONS FAIL.

[THROUGH REUTER'S AGENCY.]

LONDON, July 2.

The Wages Council of the Master Cotton Spinners' Federation and representatives of the Cotton Spinners and Manufacturers' Association met the Operative Spinners' Amalgamation and the Cardroom Amalgamation to discuss the employers' proposal to reduce wages by 12.82 per cent.

It was stated after the conference, that the workers unanimously rejected the employers' demands.

Negotiations by the Manufacturers' Association will begin on Monday with the Northern Textile Trade Federation.

EUGENE O'NEILL'S DIVORCE.

REPORTED "AGREEMENT" WITH HIS WIFE.

["D.P." Special Service.]

RENO, Nevada, July 3.

Eugene O'Neill, the internationally famous dramatic author, has been divorced by his wife, who charged him with desertion.

Although these are the official grounds for the Court's decree, it is commonly rumoured that it had been evident for some time that both parties had agreed to a divorce.—United Press.

THE CHANGING FACE OF LONDON.

NEW OLYMPIA EXTENSION.

["D.P." Special Service.]

One of the most widely discussed of the new buildings in process of erection in London at the moment is the new Olympia extension which, when completed, will provide an additional floor space of 215,136 ft. super to the existing accommodation.

Simplicity is the keynote of Mr. Joseph Emberton's design, and the facade is entirely destitute of ornamental trimmings and decorations with the sole exception of a sculptured group of horses above the centre. Otherwise, clean design and sound commonsense are the outstanding features of this break from tradition.

As the new building is to be completed in time for housing next year's British Industries Fair, a carefully arranged time table will have to be rigidly adhered to. About 6,000 tons of steel will be used, and this is to be supplied by Dorman, Long & Co. at the rate of 500 tons per week.

The Middlebrough works will certainly be kept busy, for, in addition to the steel required for Olympia, other new London buildings in which Dorman, Long are directly interested are the new Gamage's store to be erected in Hereford Gardens, which will contain some 6,000 tons of steel, and the extensions to Imperial Chemical Industries House on the Embankment.

As regards the latter, although the original building has only been formally open for a few months, huge extensions are already in progress which, when completed, will be more than twice as large as the parent building. It is estimated that the weight of steel required will be some 16,000 tons; indeed, 5,000 tons are in use up to the first floor alone.

It will be remembered that Dorman, Long supplied nearly 7,000 tons of steel for the original building, and, of course, are also building the new Lambeth Bridge, to which Lord Melchett's buildings will form a magnificent background. The new extension involves three contracts will be worth more than half a million pounds.

STOCKS SOARING IN NEW YORK.

RECORD HIGH LEVELS REACHED.

RAILS AND INDUSTRIALS IN DEMAND.

["D.P." Special Service.]

New York, July 3.

Despite recent sensational slumps, activity on the New York Stock market continues.

To-day a "bull" market carried leading industrial and railway stocks to the highest levels in all history.

A huge volume of business was transacted during the day, with the result that millions of dollars in market value had been added at the end of the afternoon's trading.—United Press.

LIGHTS O' LONDON TO REMAIN.

PRESERVING TRADITION.

Owing to the fact that there would seem to be a wrong impression in regard to the retention of the historic Dolphin lighting standards on the Victoria Embankment, the General Electric Co., Ltd., announces that in the new scheme of illumination which is being carried out the Dolphin standards along the parapet are definitely to remain, and will still function as they have done since the Embankment was opened in 1870.

The fact that workmen have been busily engaged in carrying out certain necessary reconstructional wiring details incidental to relamping these units is probably responsible for this wrong impression.

A Wrong Impression.

There is also some slight misconception concerning the new system of twin overhead suspended lighting along the roadway which is to be done by means of two 1,500 watt lamps, housed in Wembley lanterns suspended 30 ft. over the roadway. In all there are to be 50 spans, spaced at intervals of 140 ft., each span carrying two lamps.

The existing standards alongside the kerb-edge of the Embankment are being removed with a view to their ornamental bases being respected and augmented to accommodate the new steel suspension poles, which will be mounted in such of the existing bases as are at present fixed along the Embankment, and which, bearing the small Dolphin design and the old coat of arms, will be retained to accommodate the new poles.

As, however, there will not be enough of these old bases, new ones are being supplied of similar design but embodying the new L. C. C. coat of arms in place of that on the old type. Thus the Thames Embankment lighting scheme will embrace the ancient as well as the modern.

Telegrams in Brief.

The "Southern Cross" has arrived at Dum Dum aerodrome.

Mr. Andrew Mellon, Secretary to the American Treasury, emphatically denies that the Treasury are contemplating the erection of a rum-running barbed-wire fence along the Canadian border.

The Duke of Gloucester has sailed for Home from Quebec. His arm is still in a sling, but he is rapidly recovering from his recent accident.

The chamber of the French Foreign Affairs Committee has adopted a resolution in favour of the ratification of the debt agreements with Great Britain and the United States with reservations.

G.B.S. AS A BOXING
EXPERT.THE PECULIAR "BIFF" OF
TUNNEY.

CHARACTER COMES FIRST.

Mr. Norman Clark, the boxing referee and a judge at the National Sporting Club, writes in the *Sunday Dispatch* as follows:—

Is it accident or design that has drawn Mr. Bernard Shaw and Mr. Gene Tunney to the lonely Brioni Island, off the coast of Istria, in the Adriatic, where they are leading the simple life? They arrived independently. Mr. Shaw is staying at the Hotel while Tunney has taken the Villa Punta Nasso. Both are to remain two months. It seems that their simultaneous visit to so isolated a spot (the island is only 10 miles by five) can hardly be the outcome of chance.

It is not generally known that Mr. Shaw has already met Tunney in England. I happened to run into Shaw shortly after Tunney had called at his London house. He told me of their meeting and seemed very favourably impressed by the retired champion. At that time I had just completed a series of interviews with G. B. S., so thinking what he had told me of Tunney would make a valuable addition to my article, I later wrote to him asking if I might introduce it.

Protecting His Guests.

But apparently Shaw insists on protecting his guests from any nice things he says about them. In due course there came the following letter from G. B. S.:—

"It is quite out of the question for me to give to the Press anything that passes between me and my private guests or to criticise them in public in any way. Besides, you have not got the hang of Tunney at all. On the evidence of the films I should say that he is an extraordinarily difficult man to hit. Carpenter's rights looked as fatal as ever; but as they produced absolutely no effect they cannot have got home.

Tunney never crouches; always has his head as far back as it will go, and has a peculiar biff that stalls off every attempt to rush him. He systematically gets away and makes his opponent miss until disappointment and exhaustion have brought him down to a condition of definite inferiority.

The Rabbit Punch.

When Dempsey, after three get-aways, had him against the ropes and managed to get his arms round him for his terrible rabbit punch, Tunney simply held him until the referee intervened, in spite of every arm-breaking trick that Dempsey knew.

His confidence in himself and his system amounts to something like contempt for his most famous adversaries; reputations cannot frighten him; personalities cannot hypnotise him. He does not need to be a brilliant boxer like Carpenter or a terror like Dempsey; he wins by mental and moral superiority, combined with plenty of strength, an inaccessible head, and that very disconcerting biff that sickened Dempsey when he rushed for an apparently certain victory after the count in the seventh round.

With Tunney's character Carpenter could have beaten Dempsey. Carpenter never looked like a baby in Dempsey's hands, though he was smashed in the first ten seconds, but Dempsey in the first fight with Tunney after the first two rounds did look like a schoolboy larking with an instructor.

Not the Hardest Puncher.

I never said to you that Tunney was the only big man who can box. I don't know that he can box any better than you could. In an exhibition spar with soft gloves Carpenter could outshine him. He does not knock out his opponents; he wears them out.

In short, he is neither the smartest boxer nor the hardest puncher of his time; but he is most certainly the most remarkable character; and it is on character that he wins.

You might say that he wins because he has the good sense to win much good sense to be in the ring; but to-day no other profession could have done as much for him.

I quite agree with all Mr. Shaw says about Tunney's character; but when he speaks of him as a boxer I think he underestimates his skill, as much as he overestimates Carpenter's.

The High-Brow.

However, not Tunney's technical boxing skill so much as his character, attracts G. B. S. Here the pair have much in common. Each comes of Irish stock, both are teetotalers; and like Mr. Shaw, I believe, too, that Tunney is a nonsmoker. But with this their "mildness" ceases. Under a sensitive exterior each has a great standard of courage.

In the boxing world Tunney is regarded as a "high-brow" and I dare say something of a crank. Tunney is really more a man of action than a student, and will always make ideas his servants rather than his playthings. He is certainly in a peculiar position. At the age of 30 he finds himself with more money than he wants; but unless I am very much mistaken he is not the type to remain idle. One wonders what he will do. It is not easy to say. Perhaps G. B. S. or Brioni will help him to decide.

Money and Markets

HONG KONG SHARES.

MID-WEEK REPORT.

The following report on the share market has been received from the office of Mr. Harry O. Odell, stock and share broker:—

A little more activity has been in evidence in our market in general, with Cements and Trams attracting special attention, resulting in a smart rise in both these stocks.

A fair amount of business has also taken place in Unions and Indo-China (Preferred), with out-puts.

Banks.—Sales have been effected at \$1,230 and \$1,242.50, with further buyers at the latter price.

Canton Insurance.—Have remained quiet at \$630.

Hong Kong Firms.—Are being inquired for at \$70, but sellers are holding out for slightly higher prices.

Unions.—Have been dealt in at \$220 to \$230, and at the close can be placed at \$230.

Indos (Pref.).—Have been taken off the market at \$47 and \$48.

Banks Mining.—Have been done at \$7.

Wharves.—Are wanted at \$124.

Docks.—Are obtainable at \$24.

Providents.—Have come to business at \$7.

Land.—Have changed hands at \$24 and \$25, with further sellers at the latter price.

Trams.—Have risen from \$15.50 to \$16.20, with business recorded at intervening rates for Cash, \$15.50 to \$16.20 August and \$15.75 September.

Ferries.—Have been sold from \$24 to \$25.

Electricity.—Have been placed at \$22 and \$23.

Lights (Cum Rights).—Have improved to \$12.50.

Telephones.—Are on offer at \$7.10.

Cements (Combined).—In consequence of persistent demands, have appreciated from \$13 to \$13.75.

Dairy Farms.—Have been done at \$18.70 and \$19.50.

Watsons.—A small lot changed hands at \$11.20.

Sincere.—Are being offered at \$12, but have buyers at \$12.

Amusements.—Have sellers at \$23 and buyers at \$22.

Constructions.—A fair number of shares changed hands from \$11 to \$11.75.

B. Ind. Bonds.—Can be obtained at 67 per cent.

H.K. Government Loans.—Have buyers at 7 per cent. premium.

SHANGHAI MARKET.

Cotton, shares, after having remained comparatively quiet for the better part of last week, close firmer. Ewos are Tls. 13.50, Oriental Tls. 24, Shanghai Cottons (Old) Tls. 75, and Shanghai Cottons (New) Tls. 95, as per latest cable advice.

The Exchange rates for the day are:—

T.T. on London 1/11-1/13.

T.T. on Shanghai 82.

Next Settlement Day, Tuesday, July 30.

BRAZIL'S IMPORTS.

GROWING PACIFIC TRADE.

[United Press.]

San Francisco, Cal.—An unusual story of world trade between the Pacific Coast of the United States and South America, particularly Brazil, is told in figures compiled by the General Steamship Corporation, which operates between here and South American ports.

The figures reveal that purchases of Brazil from the Pacific Coast have increased from \$336 in 1913 to \$1,135,000 in 1927.

Brazil's shipments to the Pacific Coast have increased eight-fold, from \$1,685,000 in 1913 to \$12,833,000 in 1927.

Market for Fruit.

In a bulletin prepared by the shipping concern for the Coast shippers the possibility of developing markets for California grapes and other fruits was pointed out.

"This largest of South American nations exacts no duty on Pacific Coast fresh fruits, thereby offering a unique market which has practically no limits in its possibilities," the bulletin stated. Brazil already imports large quantities of apples and pears from the States of Washington and Oregon.

A new direct service to Rio de Janeiro, Santos and other east coast points of South America will be inaugurated this year by the Western-Larson line. These ports serve one-half of Brazil's population and will be reached in a day from San Francisco under the new schedule.

CANTON TRADE
NOTES.

Trade with Wuchow is very slack and shipping firms complain that there is very little cargo and hardly any passengers for that port.

The price of Siam rice has dropped by about a dollar per picul in Hong Kong due to the new harvest in Kwangtung. Demand for Siam rice in Canton is exceedingly limited.

The value of the Canton Central Bank of China notes has risen during the last few days. On Tuesday, they were quoted at 87 per cent. of their nominal value and in Hong Kong the \$1 note was quoted at about 63 cents.

The Canton cotton yarn market was more active and on Tuesday, the prices went up by one to two dollars, as there has been a big demand from the country districts. In Shanghai, prices have also gone up by about one tael and a half.

Since the New Tariff was inaugurated price of condensed milk from abroad has risen from forty cents to fifty-five cents per tin. But recently, the price has dropped by about five cents on account of the establishment in Canton of a condensed milk factory.

The piece goods market in Hong Kong, as in Canton, remains very inactive and merchants have made little profit. In view of the New Tariff, unusually large orders for foreign piece goods were sent, and the market has been overstocked. The merchants are anxious to sell their stock even at low prices.

According to telegrams from Foochow the trouble due to the new taxation is over. When *Likin*, was abolished the authorities in Foochow imposed a tax on all imported and exported goods. The merchants replied by refusing to do any business with other places and the "strike" lasted over a month. Everything has now been settled to the satisfaction of the merchants, and during the last two days, large consignments of goods, especially sugar, have been sent to Foochow from Hong Kong.

The present silk crop is more satisfactory than the previous one and the quality of cocoons superior. But the silk filatures have made little profit and fear that they will sustain losses in the future because of the unusually low price of silk. The Canton silk market remains quiet on Tuesday, eighty bales of raw silk were sold. The prices were:—

Per Picul.
14/16 Common H.K. \$940
13/15 1,050
13/15 Best 1 910

HONG KONG MARKET
REPORTS.

Yesterday's quotations for rice and other foodstuffs were as follow:—

Rice.
Common White \$8.69-9.61
Broken, Red Seal 8.13
Grain, Red Seal 5.63
Cargo Rice, Black Seal 5.92
Cargo Rice, Bran 3.55
Round Rice, Black Seal 6.57

Miscellaneous.
Coarse granulated sugar, No. 18 \$9.28
Coarse granulated sugar, No. 24 7.18
Sago 58.00
Honey 53.00
Bean's paw 53.00
Dried Mussels 36.20
Soy Bean 7.20
Small green bean 8.60
Groundnut Oil 21.40

TO-DAY'S RADIO.

"THE SINCERE CO." TO BE RELAYED.

The following programme will be broadcast to-day from the Government Broadcasting Station Z.B.V. on 350 metres:—

1.48 p.m.—Weather report.
3.30 to 4.30 p.m.—Programme of Chinese music. (Records supplied by The Sincere Co. Ltd.).
7.43 p.m.—Evening weather report.

8 p.m.—Evening programme relayed from The Sincere Company's Roof Garden. Programme consists of music given by well-known girlsingers and the staff of Sincere Co. Radio Department.

10.30 p.m.—Close down.

HONG KONG STOCK
EXCHANGE.

CLOSING QUOTATIONS.

H.K. Banks	July 3, 1929.
Do.	\$1,240 buy.
Do.	\$1,242/1,240 sa.
Do.	London 2131/2 nom.
Chartered Banks	\$198 buy.
Mercantile Banks, & S.B.	\$230 nom.
Do.	\$231 nom.
P. & O. Banks	\$230 nom.
East Asia Banks	\$230 nom.
Canton Insurance	\$630 sel.
Union Insurance	\$311 buy, 324 sa.
North China Ins.	Tls. 150 nom.
Yangtze Insurance	M. \$30 nom.
China Underwriters	\$2.10 sel.
China Fire Insurance	\$300 sel.
H.K. Fire Ins.	\$177 buy.
Do.	\$177 nom.
H.K. Steamships	\$24 sel.
H.K. Tugs	\$2.60 sel.
Indo-China (Pref.)	\$45 buy.
Do.	\$70 nom.
Shell Transport	\$60 nom.
Union Waterboats	\$23 nom.
Benguet	\$3 nom.
Kailash Mining Admin.	\$1.8 nom.
Langkai (combined)	Tls. 14 sel.
Do. (single)	Tls. 7 sel.
China Explorations	Tls. 2 sel.
Shanghai Loans	Tls. 4 sel.
Banks	\$30 buy, 7 sa.
Trunch Mines	\$1.7 buy.
H.K. & K. Wharves	\$124 buy.
H.K. & W. Docks	\$30 nom.
Hongkong	\$135 buy.
Hongkong	Tls. 168 nom.
New Engineering	Tls. 84 buy.
Shanghai Docks	Tls. 137/2 nom.
Ewo Cottons	Tls. 13.50 buy.
Oriental Cottons	Tls. 2.40 buy.
Do.	2.27 sel.
S'hai. Cottons (old)	Tls. 74 buy.
Do. (new)	Tls. 84 buy.
H.K. F. S. Heals	\$5.5 buy, 8.70 sa.
H.K. F. S. Heals	\$61 buy, 63 sel.
Shanghai Land	Tls. 147 buy.
Humbroys Estates	\$181 buy.
H.K. Realities	\$7.00 buy.
H.K. Tramways	\$19 buy, 18.9 sa.
Peak Trams (old)	\$11.80 nom.
Do. (new)	\$6.05 nom.
Star Ferries	\$653 sel.
China Lights	\$13.50 buy.
Do.	\$13.50 sel.
Do. Ex Rights	\$12.55 buy.
H.K. Electric	\$55.50 buy, 56 sa.
Macao Electric	\$264 nom.
Sandakan Lights	\$2 sel.
Telephones	\$7 buy.
China Buses	Tls. 144 buy.
Singapore Trams	Tls. 11/2 sel.
Do. (Pref.)	19/8 buy.
China Sugar	\$90 sel. buy.
Malayan Sugar	\$90 sel. buy.
Canton Ice	\$2.10 buy.
Cements (combined)	\$34 buy.
Do. (old)	\$74 buy.
Do. (new)	\$1.40 nom.
H.K. Ropes	\$37 sel.
United Asbestos	\$35 buy.
Dairy Farms	\$18 nom.
Watsons	\$12 nom.
Der A. Wings	\$30 sel. buy.
Lane Crawford	\$18 buy.
Moctinos	\$18 buy.
Sincere	\$12 buy.
Wm. Powells	\$3 sel.
H.K. Amusements	\$224 nom.
H.K. Constructions	\$11 nom.
H.K. Indus. G. S. Bonds	\$75 nom.
H.K. Govt. Loans	7% prev. buy.
buy.—buyers; sel.—sellers; sa.—sales nom.—nominal	

SINGAPORE WILD ANIMAL
DEALER SUE.

MATTER OF TWO ELEPHANTS.

Judgment was delivered in Singapore last week by the Chief Justice (Sir William Murray) in the suit in which Mr. A. M. Deane, a zoologist, claimed damages from Mr. W. L. S. Basapah, a dealer in wild animals, for alleged breach of contract by refusing (on the ground they had not been paid for) to permit plaintiff to ship two elephants, part of a consignment he had bought from defendant for Bartels and Co. of New York.

Because the elephants did not arrive, Bartels and Co. refused to pay plaintiff's expenses and commission, and the sum of these two items constituted the damages claimed.

His Lordship found plaintiff had not discharged the onus which lay upon him of proving that he communicated to the defendant the terms of his contract with Bartels, which plaintiff said was really two contracts, or one contract in two parts, the first for necessary animals, and the other for "extras." It was part of plaintiff's case that by communicating to defendant the terms of that contract he made a similar one with defendant. That had not been proved.

As to plaintiff's contention, that defendant by withholding the animals had committed a breach of contract, his Lordship accepted the evidence of the captain of the Japanese Prince as far as he could remember two elephants were not on the list of animals supplied with the prices marked against each item, which appeared on a receipt produced by plaintiff and signed by defendant. That receipt, according to that witness, bore the condition that all the animals had to be paid for before they would be allowed to be shipped.

His Lordship also accepted the evidence of the defendant, whose offer to accept the bill of lading as security and let the elephants go was not accepted by plaintiff, his Lordship thought, because plaintiff did not desire Bartels and Co. to know he had bought from defendant.

From a sum of \$335, balance owing to plaintiff by defendant, his Lordship deducted \$240, and gave judgment for plaintiff for \$95.

Strait Times.

IMPORTS—PRICES
CURRENT.

The reports and prices are published as supplied by Importers, and the Chamber cannot accept responsibility for the accuracy thereof.

Metals.
Local market stronger, upward tendency.

Iron and Steel.—
Nail Rods per picul \$ 8.70
Steel Bars (round to 1 1/2") 4.50-4.60

"Angles" 5.00
"Sols" 4.10
"Joists" 8.10
"Sheets" 5.40

Plates (4' x 8' x 5/16") 5.00
Swedish Bars 11.10
Small round rods 5.00-5.20
Hoops, black steel 7.70
galvanized 11.10

Tubes, black 7 1/2 per cent.
"galvanized" 11.10
Wire Nails, 11-3 per picul 7.60
Galvanized corrugated sheets, 24-28 per 100 lbs. \$40-75.50

Galvanized flat sheets, 1/32", 1/16" per 100 lbs. \$38-48.30
Galvanized 3/16" x 4' x 1/4" p. picul \$9.80
Galvanized wire 18/22 11.20-11.40
Galvanized wire 3/4" x 7/8" (Japan made) per picul —

Lead.—
R.M. Spot 14.70-14.80
"to arrive" 15.00-15.20
Australian—B.H.P. Spot 15.50
"to arrive" 15.40-15.60

English Yellow Metal
Sheets 51.00
Japan make 20 ozs. —

Japan Copper
Ribs —
Tiles —
Zinc Sheets, 8 x 4 21.50

Waste and Old Materials
Tin Plates:—
English I.C.W., 20" x 14", 100 9.20-9.40
English I.C.W., 20" x 14", 90 9.40
English I.C.W., 18" x 14", 100 9.20-9.40
110 lbs. Spot 9.40-9.60
English I.C.W., to arrive 9.40-9.60
American I.C.W. (Spot) 20" x 14" 11.60
100 lbs. p. box 112 sheets 11.60
American I.C.W., to arrive 20" x 14" 11.60
100 lbs. p. box 112 sheets 11.60

Petroleum Products.
White Rose Brand per case 4.08
Crown Brand 3.89
Cock 3.83
Eagle Brand 3.83
Second Motor Gasoline per case 6.80
Silver Light 3.89
Crown Brand 68 lbs. per 2 tins 3.50
8 1/2 galls. 88 lbs. per bulk 2.90
Crown Brand 71 lbs. per 2 tins 3.24
8 1/2 galls. 88 lbs. per bulk 2.64
Lamp Glass per 2 tins 3.42
Shell Motor Spirit per case 6.00
" per 2 tins 3.35
" per bulk 5.85
" per gallon (ex pump) 0.70
Texaco "Scalpa" per case 3.87
"Yin Foo" 3.62
"Texaco Auto Gasoline" 6.60

Coal.
Kaiping—No. 1 Lump \$15.00
"Nut Coal" 16.00
"No. 2 Lump" 11.00
"No. 1 Slack" 9.40
"No. 2 Slack" 8.70

Flour Report.
American Patent per sack \$3.80
"Straight" 3.75-3.85
"Onion" 3.90-3.95
Shanghai Flour 3.90-3.95
Australian No. 1 3.00-3.05
"No. 2" —
"No. 3" —
Canadian Cut off 2.70-2.80
"Straight" 2.85-2.95
"Mixure" 2.50
2nd Class 2.50

Stock.
American 400,000 bags
Canadian 800,000
Australian 60,000

Market is firm, but with only small sales.

Sundries.
Window Glass—
4th Quality of 100 sq. ft. per box 15s 16ss
Fair average sizes—
1/16" thick per box 5.80 6.50
1/8" (27 ozs.) 13.50

China, India and Straits Produce.
Sugar.—
Java Rough White per picul \$7.13-7.58
(Reported sales 26,000 piculs. Spot.)
Java Rough White per picul \$6.88-7.18
(Reported sales 107,250 piculs. To arrive during July, August, Sept., October, November, Dec., 1929.)
Java Fine White per picul \$8.08
(Reported sales 247,000 piculs. Spot.)
Java Rough Brown per picul \$6.28-6.73
(Reported sales 13,794 piculs. Spot.)
Java Rough Brown per picul \$6.28-6.29
(Reported sales 4,465 piculs. To arrive during July, August, Sept., 1929.)
Java Molasses per picul \$5.58-6.28
(Reported sales 9,675 piculs. Spot.)
Java Crystal No. 24 per picul 18.43
(Reported sales 60,250 piculs.)
Java Crystal No. 18 per picul 17.85
(Reported sales 19,800 piculs.)
Java Soft White per picul —
Java Soft Yellow —
Java Brown 48.53
(Reported sales 24,950 piculs.)
Java Siroop per picul —
Hollo, No. 1 50.83
(Reported sales 10,900 piculs.)
Hollo, No. 2 54.43
(Reported sales 8,410 piculs.)
Hollo, No. 3 55.23
(Reported sales 5,530 piculs.)
Hollo, No. 4 —
"No. 5" —
Manila Brown 16.90
(Reported sales 17,500 piculs.)
Manila Black 15.13
(Reported sales 2,000 piculs.)
Hollo Brown —
Singapore Candy 10.00
(Reported sales 540 piculs.)
Marked steady at advanced prices.

Batteries.—
No. 1 per picul —
No. 2 —
No. 3 —

"I ALWAYS HAVE MY BIBLE."

Mrs. Martha Sinfield, aged seventy-nine, of St. John-street, Clerkenwell, gassed herself because an old friend of hers had been taken to hospital.

A friend stated at the inquest that Mrs. Sinfield lived alone.

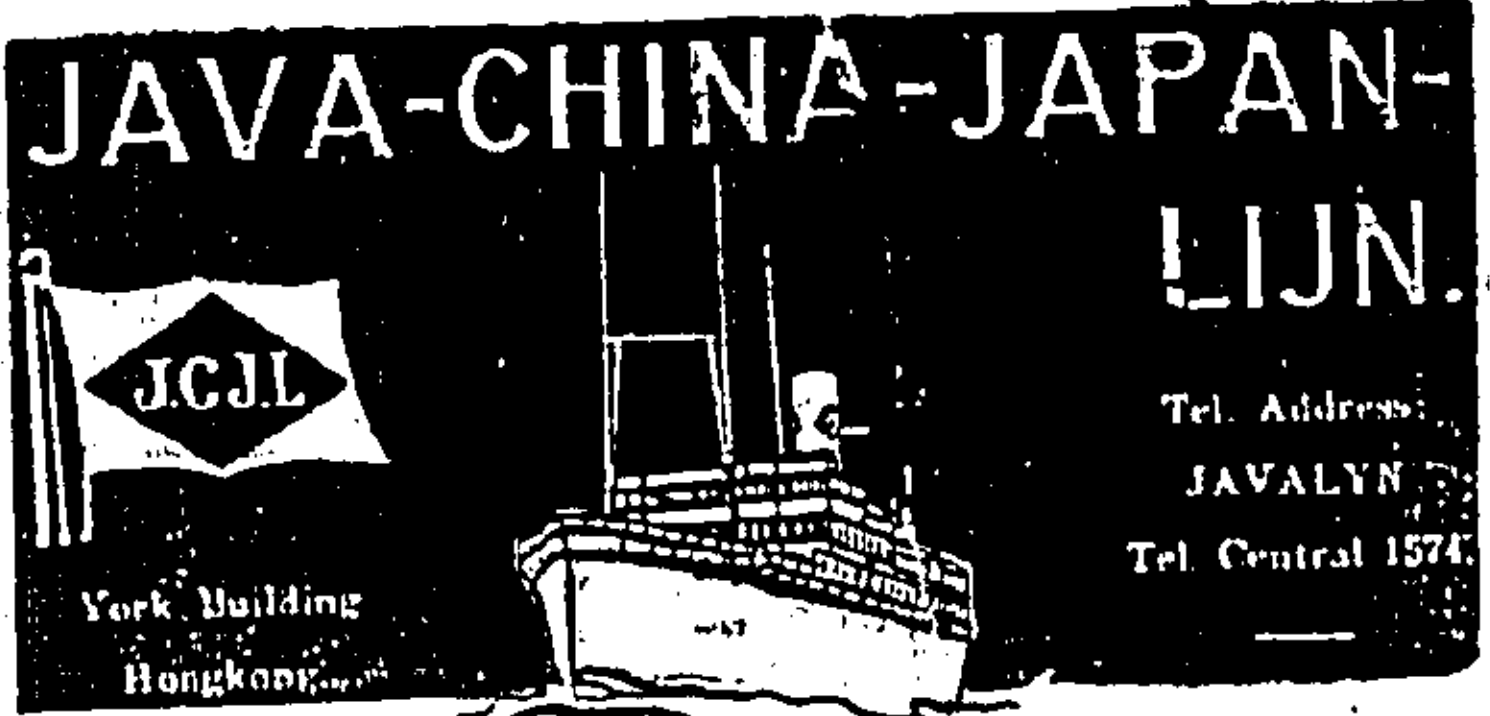
"If she was lonely, and she would reply, 'No, I have always my Bible and my sewing,'" said the coroner.

unsound mind" was recorded.

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Length on Blocks 750 Feet.
Depth on Centre of
Sill (H.W.O.S.T.) 34 ft. 6 ins.
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Pres. Jefferson, Tu, July 30 Pres. McKinley, Tu, July 23
Pres. Lincoln, Tu, Aug. 13 Pres. Grant, Tu, Aug. 6
Pres. Madison, Tu, Aug. 27 Pres. Cleveland, Tu, Aug. 20

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Pres. Monroe, Sun, July 23, 8 p.m. Pres. Garfield, Sun, Sept. 3, 8 p.m.
Pres. Wilson, Sun, Aug. 11, 8 p.m. Pres. Polk, Sun, Sept. 22, 8 p.m.

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KUOMINTANG'S NEW POLICY.

POLITICAL TUTELAGE PERIOD.

A manifesto issued by the Central Executive Committee, upon the termination of its Second General Meeting, reviews the achievements of the meeting; five sessions in all were held, extending over a full week from June 10 to 18. Following is a translation of the manifesto:—

"The most important task of our Party during the Political Tutelage period of the Chinese People's development consists in observing the injunctions of our late Leader, Dr. Sun Yat Sen, and in realizing the Three Principles of the People in actual constructive work. The people should be thoroughly trained in the exercise of political power so that the Revolution may be really brought to a termination, and the foundations of the Republic solidly laid.

"The unification of China is now completed; the State of Dr. Sun has been held; and we have opened the present meeting of the Central Executive Committee as a part of the programme of the recent Third Party Congress and in fulfilment of the wishes of the people. The aim of the present meeting has been to concentrate upon the purely constructive side and to submit these fundamental questions with which the nation is now confronted to the most careful consideration in order that we may be able to decide upon the policy of the Party and the Government, which must be one that can be fully realized and fulfilled.

Constructive Work.

"Such being the functions of the present meeting, the questions which were brought up for discussion are of a constructive nature and every one of them was subjected to thorough analysis. All the resolutions which we have adopted are those which we think can be immediately carried out. Among the important resolutions are those which pertain to the progress of the Party, to the limitation of the duration of the Political Tutelage period, to popular organisations, to the promotion of local self-government, to the proper exercise of the functions of government, and to the organisation and completion of the five Yuns as established by the Organic Law.

All these questions being of great importance to the Party and to the Government, it therefore was incumbent upon the present meeting to decide upon the policy to underlie these fundamental questions. As regards foreign affairs, military affairs, finance, communications, education, home affairs, agriculture, mining, commerce and such other economic questions, and also as regards conservation work, the suppression of banditry, the suppression of opium and the Mongolian affairs, we have decided on the different stages in which their programmes should be carried out as well as the specific functions which they should each be given. It is our hope that we will thus be able to make the Tutelage period in the development of China one of actual accomplishments and to devise a comprehensive programme of reconstruction.

There is no question that the country is already unified, and that the Party is now fully in the tutelage stage. What the people expect from the Party is that we may be able to carry out our programme to the fullest extent. It is only then that the Party can be considered in the real sense of the term, the leader of the country. It is only then that those who desire to co-operate, may have definite policy to go by. It is the firm belief of the present conference that all the Party members and all the people in the country who realize the present conditions of the country and the need of positive accomplishments in our revolutionary endeavour will exert themselves to the utmost in supporting what we have decided upon and in helping to carry out our resolutions.

Real Unity.

"1.—In order to fulfil the principles of the Party we must see to it that the country is truly unified. In order, however, to have true unification we must abide by the injunctions of Dr. Sun to lay out a comprehensive constructive programme and to improve the conditions of the country both in a spiritual and in a material sense. It is only under such circumstances that the militarists will have no room for aggrandizement.

The general policy laid down by the Third Party Congress is what the Party acknowledges to be of great importance. But in the prosecution of these principles, if the country does not give its entire support to the Government, it will be difficult not to find the Government confronted with all kinds of obstacles. The result is that the people will find reason to be disappointed which will eventually leave its scars in our constructive work.

That is the reason why, in addition to the constructive work, we must have a policy which will give us the energy we can muster, the Party will still

find it necessary to continue showing its revolutionary spirit and to remove all vestiges of the old regime both in their implicit and explicit forms. These vestiges encourage counter-revolutionary activities and are thus serious obstacles to the unification of the country and to any endeavour of a constructive nature. That is the reason why the whole nation should regard them, in whatever form they appear, as our worst public enemy. This is the first point which we should bear in mind.

The Unequal Treaties.

"2.—In order to carry out the principles of the Party, there is another consideration which we must bear in mind, and that is the attainment for China of a status of equality and complete freedom in the family of nations. So long as unequal treaties remain, all constructive schemes, however well thought out they may be, are of no avail because as long as our political sovereignty is impaired, we are unable to exercise the fullest freedom in our constructive work. The abolition of the unequal treaties must therefore be an integral part of our revolutionary endeavour.

We have seen what our efforts to abolish these unequal treaties have already meant for us within the last year. But we should continue to exert renewed energy in the work thus begun. The present meeting feels that in order to carry out the resolutions we have adopted we should first establish genuine equality of status for China. The unequal treaties must be done away with at whatever sacrifice. We should proceed with an attitude of determination, and with a method which is really practicable. This is the second point which we must bear in mind.

District Autonomy.

"3.—Training the people to exercise the five powers and establishing local self-government are important items in the programme during tutelage stage. These ideas are stated in Dr. Sun's two works, "The Principles of National Reconstruction" and "The Methods in the Promotion of Local Self-Government." If there are no solid achievements in local self-government, it will be difficult for the Party and the Government to establish complete political democracy. In that case we shall not be in any better condition than the countries where the powers are delegated to an enlightened oligarchy, and the whole meaning of the term "Political Tutelage" will be entirely lost. It will be difficult also under those circumstances to reduce the hardship of the people and to carry out any real constructive programme. Fully acknowledging that the establishment of local self-government is the most important task of the present tutelage stage, it is present meeting has not only decided upon the means whereby local self-government will be promoted, and the length of time in which local self-government for the *hien* (district) will be completed, but it has also decided to impress upon all Party members that the promotion of local self-government is the most important part of their duty. Let all those, therefore, who call themselves the true followers of our late Leader devote their entire energy to the promotion of local self-government. This is the third point which we should bear in mind.

"4.—Deciding upon the length of the Political Tutelage period: The present meeting has decided that the tutelage period should be one of six years and shall terminate by 1935. We are fully aware that in view of the vast extent of the country's territory, the wide discrepancies in the standard of education of the people and also the possibilities of counter-revolutionary manifestations, we shall perhaps find six years much too short a period, especially as we are entrusted with so many responsibilities. But we hope the whole nation realizes that, after all, the one aim of the present revolution is that it may satisfactorily complete the tutelage period in the development of the nation so that the constitutional powers may ultimately be delegated to the people.

The establishment of Constitutionalism is not for the Party alone to strive to realize, but we hope that the whole country should be fully conscious of its great importance, and there should therefore be the fullest co-operation between the Party and the nation. If we really fail to bring this tutelage period to a fruitful end and cannot complete the Revolutionary work for which Dr. Sun made such considerable sacrifice, it will augur well neither for the Party nor for the whole country. It is the wish of the Party, therefore, that the whole country will emphasize this essential aspect of our work. This is the fourth point we should bear in mind.

Hopes and Fears.

The above four considerations are what the Party believes should be the main task of the nation to be fully carried out within the shortest period. The present meeting feels that the nation should have no fear for the militarists of the (Continued on next Column).

SHAMSHUPO ARMED ROBBERY.

THE CUBICLE RENTING RUSE.

TWO WOMEN VICTIMS.

An armed gang carried out a successful raid on the first floor of 317, Leitch Road, Shamsheipo, at 10 a.m. yesterday. One man approached the door first, and it was opened in answer to his knock. He pretended to have come to see "the vacant cubicle" and the woman tenant took him round to the rear of the floor. Having seen the cubicle he wanted to have a look at the verandah, but this was only a ruse until three confederates walked in.

The woman was pushed into a cubicle, as was another woman who was the only other person in the house. They were both bound with wire, and gagged. According to the woman's statement, one of the men who entered threatened her with a revolver. They took \$200 in bank notes and property worth \$500.

Hearing cries for assistance, neighbours entered and released the women. The robbers had by this time made their escape.

CINEMA NEWS.

"ETERNAL LOVE" COMING TO QUEEN'S.

John Barrymore has the leading role in "Eternal Love," which will be shown at the Queen's from to-day to Saturday.

The plot is laid in the Swiss Alps. Barrymore, the village school-teacher, loves a girl who marries another man. The mountain code forces him into a loveless marriage with another but his heart still belongs to his first sweetheart, whose jealous husband plots against the life of the man he believes is breaking up his home.

The tragic tale is relieved by many subtle touches of comedy and gaiety, especially in the carnival scene.

old regime, nor for counter-revolutionary activities, nor even for the dangers of feudalism. What we should really be afraid of is that we should not be able to carry out the spirit of Dr. Sun Yat Sen's injunctions and courageously to complete the constructive programme of the revolution.

It is the further belief of the present meeting that it is not difficult to resist aggression on the part of the Imperialist Powers nor is it difficult to establish complete equality of status for China in the family of nations. What we should really be afraid of is that the people will not be able to endure hardships and to show to others that the nation will not brook intimidation.

What the present meeting considers to be the greatest danger is national inertia and moral apathy. If we succeed in suppressing the militarists of the battlefield and are unable to conquer our lethargic spirit then, indeed it is difficult for the nation to reap the fullest benefit from the revolution. If the Party is unable to alleviate the sufferings of the people through a policy based upon established principles, and to arouse the confidence and respect of the people through actual constructive work, then our sacrifice will indeed have been futile.

Unification the Prime Need.

Without peace, it is really impossible to mitigate the sufferings of the people in China to-day. But in order to attain peace, we must have unification, and it is impossible to attain real unification without removing all the obstacles which the regime of militarism has chosen to cast upon the nation. In order to prevent the militarists from having their way, however, we must do all we can to show something constructive and to train the people in real political democracy. But again when we speak of constructive scheme, nothing can be accomplished without mustering all the forces of the nation into an organized unit. The causal relations between these factors are indeed irrefragable, so that the only way to remove all the difficulties whatsoever is to continue our struggle and our endeavour. It is only when all the Party members and all the people in the nation co-operate to the fullest extent in pushing forward with the guidance of the principles of the Party and show willingness to sacrifice and a firm determination to complete the tutelage period in an orderly manner that we shall be able to remove the sufferings of the people. Under these circumstances only can the nation establish a solid foundation. It is only thus that counter-revolutionary measures can be suppressed and national equality won. It is our ardent hope that the nation shall, with unflinching loyalty and courage, strive for the attainment of our declared aims.

LOCKED IN A BARN FOR 21 YEARS.

GIRL'S TERRIBLE FATE.

THROUGH WRONGFUL SUSPICION OF LEPROSY.

[United Press.]

Twenty-one years ago, some peasants near Taskent, believing that their six-year-old daughter had developed the dread disease of leprosy, hid her in their barn. Recently, Soviet officials freed the unfortunate girl and established that it was not leprosy but a minor skin disease from which she was suffering.

Although only 27 years of age, the girl was completely grey-haired and shrivelled like an old woman, half-blind and entirely undeveloped mentally.

A Cruel Practice.

The tragedy has just been recounted in the weekly *Proletar*. It occurred in the village of Tchuyun-Toba, in the Tashkent district. The custom in those days (still existing in some regions of Turkestan), upon the discovery of a leper, was to drive him or her to the nearest leper colony. The entire population followed the victim, hurling stones and shouting "Makhu! Makhu!"

The peasant Kabil-Khadpa, in 1908, observed on the face of his little daughter the fearsome symptoms of leprosy—a white spot rimmed with pink. Frightened by the terrible fate which this suggested for their beloved child, he and his wife quickly locked her in the barn and there she remained until accidentally discovered by Soviet officials.

The latter were going through the neighbourhood seeking information about a crime when they heard a human voice issuing from a locked barn. At first the Kabil-Khadsas resisted the attempt to open the barn, but finally they yielded and the astonished officials found an old woman, crusted with dirt, cowering on a heap of straw in a corner. Inquiry soon elicited the strange story.

COMFORT ON SHIPBOARD.

RUBBER FLOOR TILES.

[“D.P.” Special Service.]

For some time past a number of important passenger liners have been equipped with stretches of rubber flooring in order to see how this material stood up to the special conditions met with on board ship. Vessels of the Orient, R. M. S. P. and Blue Star lines, for instance, had flooring laid with asbestos rigid rubber floor tiles and their behaviour was closely watched.

Of course, there must be particularly hard wear on the flooring of alleyways and passages on board ship in view of the comparatively confined space which results in the wear being concentrated upon a small area of surface. It is clear, however, that Bell's Rubber Tiles gave satisfaction when employed on an experimental scale, as the manufacturers received a subsequent order for over 2,000 yards of the material for the s.s. "Arandora Star" of the Blue Star line for use in the alleyways, verandah cafe and so on.

This order must be particularly gratifying to the makers as the latest Blue Star vessels running to S. America are renowned for their comfort and the luxury of their fittings and decorations.

Other vessels in which these rubber tiles have been laid are the R. M. S. P. "Almazzora," the Orient liner "Orama" and the s.s. "Baltador," the latter ship belonging to the United Baltic Corporation, Ltd.

Another of Bell's products is being used on the Canadian Pacific liner s.s. "Duchess of York," where a bathroom has been equipped with decorated Foilite "E." As a panelling this material is ideal, for it is most attractive in appearance and possesses a surface which is immune from the effects of salt water or steam and can readily be cleaned.



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M.V. "BURGENLAND" ... due here on or about the 16th Aug.
S.S. "PREUSSEN" ... due here on or about the 3rd Sept.
M.V. "VOGTLAND" ... due here on or about the 18th Sept.

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M.V. "HAVELLAND" ... sailing from here on or about the 10th Aug.
M.V. "LEVERKUSEN" ... sailing from here on or about the 24th Aug.
M.V. "ERMLAND" ... sailing from here on or about the 7th Sept.
M.V. "BURGENLAND" ... sailing from here on or about the 17th Sept.

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AMOI.

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Tjkarang, J.C.J.L., July 4.
Haiching, Douglas, July 5.
Kanchow, B. & S., July 7.
Kwangtung, B. & S., July 7.
Haining, Douglas, July 9.
Torsung, Jardine's, July 10.
Talamba, B.I., July 10.
Chenab, B. & S., July 11.
Hailyang, Douglas, July 12.
Kutsang, Jardine's, July 12.
Tjmanock, J.C.J.L., July 12.
Anking, B. & S., July 14.
Kinyuan, B. & S., July 14.
Tjkarang, J.C.J.L., July 14.
Namsang, Jardine's, July 15.
Tjkarang, J.C.J.L., July 15.
Tjbadak, J.C.J.L., July 17.
Yuenang, Jardine's, July 23.

ANTWERP.

Hakone Maru, N.Y.K., July 13.
Danmark, Manners, July 26.
Suwa Maru, N.Y.K., July 27.

AUSTRALIAN PORTS.

St. Albans, E. & A., July 3.
Cabarita, Dwell's, July 10.
Taiping, B. & S., July 16.
Aki Maru, N.Y.K., July 24.
Aratara, E. & A., Aug. 2.

BALTI PORTS.

Lahn, Melchers, July 17.
Danmark, Manners, July 26.
Derfing, Melchers, July 27.

BALTIMORE.

Machao, B.F., July 6.
City of Mandalay, Bank, July 15.
Springbank, Bank, July 21.

BANGKOK.

Kweiyang, B. & S., July 5.
Hiram, Thoreson's, July 7.
Kaying, B. & S., July 7.
Kwangchow, B. & S., July 14.

BELOWAN DELI.

Cremer, J.C.J.L., July 4.
Lahn, Melchers, July 17.
Derfing, Melchers, July 27.

BOMBAY.

Mirapora, P. & O., July 9.
Awa Maru, N.Y.K., July 11.
Alipore, P. & O., July 19.

BOSTON.

British Prince, Furness, July 4.
Tatsuno Maru, N.Y.K., July 4.
Machao, B.F., July 6.
McEster Castle, Dwell's, July 10.
Pres. Johnson, Dollar, July 14.
City of Mandalay, Bank, July 15.
Japanese Prince, Furness, July 15.
Atago Maru, N.Y.K., July 21.
Kuma Maru, N.Y.K., July 26.
Pres. Monroe, Dollar, July 28.
Springbank, Bank, July 31.
Chinese Prince, Furness, August 1.

BREMEN.

Lahn, Melchers, July 17.
Derfing, Melchers, July 27.

BRINDISI.

Nippon, Dodwell's, July 13.
Timavo, Dodwell's, July 23.

CALCUTTA.

Santhia, B.I., July 7.
Genoa Maru, N.Y.K., July 8.
Kimsang, Jardine's, July 11.
Hosang, Jardine's, July 20.
Tilawa, B.I., July 24.
Sirdhana, B.I., July 29.

CEBU.

New York, S.S.S., July 10.
Bellingham, S.S.S., July 20.
Golden Mountain, S.S.S., July 23.

CHIEFOO.

Kueichow, B. & S., July 11.
Huichow, B. & S., July 23.

COLOMBO.

Venezia, Dodwell's, July 5.
Kashgar, P. & O., July 6.
Mirapora, P. & O., July 9.
Awa Maru, N.Y.K., July 11.
Hakone Maru, N.Y.K., July 13.
Nippon, Dodwell's, July 13.
Saarlund, Jelsen, July 13.
Pres. Johnson, Dollar, July 14.
Andre Lebon, M.M., July 18.
Lahn, Melchers, July 17.
Alipore, P. & O., July 19.
Khiva, P. & O., July 20.
Glenahane, Jardine's, July 24.
Derfing, Melchers, July 27.
Rheinland, Jelsen, July 27.
Suwa Maru, N.Y.K., July 27.
Khyber, P. & O., Aug. 3.

COPENHAGEN.

Canton, Gilman's, July 8.
Danmark, Manners, July 26.

DALNY.

Linan, B. & S., July 4.
Chenab, B. & S., July 11.
Isar, Melchers, July 13.
Saarbruecken, Melchers, July 31.

DUTCH PORTS.

Canton, Gilman's, July 8.
City of Cambridge, Bank, July 9.
Sarpedon, B.F., July 10.
Hakone Maru, N.Y.K., July 13.
Saarlund, Jelsen, July 13.
Lahn, Melchers, July 17.
Idomenus, B.F., July 23.
Glenahane, Jardine's, July 24.
Danmark, Manners, July 26.
Derfing, Melchers, July 27.
Rheinland, Jelsen, July 27.
Suwa Maru, N.Y.K., July 27.
Khyber, P. & O., Aug. 3.

FOOCHOW.

Haiching, Douglas, July 5.
Haining, Douglas, July 9.
Hailyang, Douglas, July 12.

GENOA.

Saarlund, Jelsen, July 13.
Pres. Johnson, Dollar, July 14.
Lahn, Melchers, July 17.
Idomenus, B.F., July 23.
Glenahane, Jardine's, July 24.
Derfing, Melchers, July 27.
Rheinland, Jelsen, July 27.
Suwa Maru, N.Y.K., July 27.
Khyber, P. & O., Aug. 3.

GLASGOW.

Sarpedon, B.F., July 10.
Autolycus, B.F., July 20.

GOTHENBURG.

Canton, Gilman's, July 8.
Danmark, Manners, July 26.

HAIPHONG AND HOIHOW.

Canton, M.M., July 5.
Kweiyang, B. & S., July 5.
Teau, B. & S., July 11.

HAMBURG.

Canton, Gilman's, July 8.
City of Cambridge, Bank, July 9.
Saarlund, Jelsen, July 13.
Lahn, Melchers, July 17.
Idomenus, B.F., July 23.
Glenahane, Jardine's, July 24.
Danmark, Manners, July 26.
Derfing, Melchers, July 27.
Rheinland, Jelsen, July 27.

HAVRE.

Autolycus, B.F., July 20.
Danmark, Manners, July 26.

HONOLULU.

Eclipse, States S.S., July 7.
Anyo Maru, N.Y.K., July 9.
Shinyo Maru, N.Y.K., July 10.
Pres. Taft, Dollar, July 16.
Siberia Maru, N.Y.K., July 24.
Pres. Jefferson, A.M.L., July 30.

ILOILO.

New York, S.S.S., July 10.
Bellingham, S.S.S., July 20.
Golden Mountain, S.S.S., July 23.

JAPAN PORTS.

Sirdhana, P. & O., July 4.
Tatsuno Maru, N.Y.K., July 4.
Khyber, P. & O., July 5.
Nagano Maru, N.Y.K., July 5.
Hakone Maru, N.Y.K., July 8.
Anyo Maru, N.Y.K., July 9.
Himalaya, Dwell's, July 9.
Pres. Johnson, A.M.L., July 9.
Emp. of Asia, C.P.S., July 10.
Mito Maru, N.Y.K., July 10.
Shinyo Maru, N.Y.K., July 10.
Talamba, B.I., July 10.
Aldington Court, Jar., July 11.
Talthybius, B.F., July 11.
Kutsang, Jardine's, July 12.
Philoctetes, B.F., July 12.
Isar, Melchers, July 13.
Chenoneaux, M.M., July 18.
Pres. Taft, Dollar, July 18.
Orestes, B.F., July 17.
Atago Maru, N.Y.K., July 18.
Namsang, Jardine's, July 18.
Viminal, Dodwell's, July 18.
Kiddereport, P. & O., July 19.
Malwa, P. & O., July 19.
Takiwa, B.I., July 19.
Leverkusen, Jelsen, July 23.
Pres. McKinley, A.M.L., July 23.
Glenahane, Jardine's, July 24.
Siberia Maru, N.Y.K., July 24.
Kuma Maru, N.Y.K., July 26.
Yuenang, Jardine's, July 23.
Agra, Gilman's, July 23.
Mishima Maru, N.Y.K., July 29.
Achos II, M.M., July 30.
Pres. Jefferson, A.M.L., July 30.
Emp. of France, C.P.S., July 31.
Ixion, B.F., August 1.
Glenahane, Jardine's, Aug. 2.
Ermland, Jelsen, Aug. 2.

JAVA PORTS.

Tjikembang, J.C.J.L., July 6.
Tjikini, J.C.J.L., July 6.
Tjkarang, J.C.J.L., July 17.
Tjkarang, J.C.J.L., July 27.

LIVERPOOL.

Autolycus, B.F., July 20.
Durban Maru, N.Y.K., July 20.

LONDON.

Kashgar, P. & O., July 6.
City of Cambridge, Bank, July 9.
Sarpedon, B.F., July 10.
Hakone Maru, N.Y.K., July 13.
Khiva, P. & O., July 20.
Idomenus, B.F., July 23.
Glenahane, Jardine's, July 24.
Suwa Maru, N.Y.K., July 27.
Khyber, P. & O., Aug. 3.

LOS ANGELES.

Anyo Maru, N.Y.K., July 9.
Shinyo Maru, N.Y.K., July 10.
Pres. Taft, Dollar, July 16.
Siberia Maru, N.Y.K., July 24.
Pres. Jefferson, A.M.L., July 30.
Golden Tide, States S.S., July 30.

MANILA.

British Prince, Furness, July 4.
St. Albans, E. & A., July 5.
Pres. Taft, Dollar, July 16.
Machao, B.F., July 6.
McEster Castle, Dwell's, July 10.
Cabarita, Dwell's, July 10.
Saarlund, Jelsen, July 13.
Pres. Johnson, Dollar, July 14.
Taiping, B. & S., July 16.
Tjikini, J.C.J.L., July 16.
Lahn, Melchers, July 17.
New York, S.S.S., July 10.
Bellingham, S.S.S., July 20.
Pres. Jefferson, A.M.L., July 20.
Emp. of France, C.P.S., July 23.
Golden Mountain, S.S.S., July 23.
Aki Maru, N.Y.K., July 24.
Derfing, Melchers, July 27.
Rheinland, Jelsen, July 27.
Pres. Monroe, Dollar, July 28.
Pres. Grant, Dollar, July 28.
Aratara, E. & A., Aug. 2.
Pres. Lincoln, Dollar, Aug. 3.
Saarbruecken, Melchers, Aug. 3.

MARSEILLES.

Kashgar, P. & O., July 6.
Sarpedon, B.F., July 10.
Hakone Maru, N.Y.K., July 13.
Saarlund, Jelsen, July 13.
Pres. Johnson, Dollar, July 14.
Andre Lebon, M.M., July 18.
Durban Maru, N.Y.K., July 20.
Khiva, P. & O., July 20.
Rheinland, Jelsen, July 27.
Suwa Maru, N.Y.K., July 27.
Pres. Monroe, Dollar, July 28.
Porthos, M.M., July 30.
Khyber, P. & O., Aug. 3.

NEWCHWANG.

Linan, B. & S., July 4.
Chenab, B. & S., July 11.

NEW YORK, BOSTON, etc.

British Prince, Furness, July 4.
Tatsuno Maru, N.Y.K., July 4.
Machao, B.F., July 6.
McEster Castle, Dwell's, July 10.
Pres. Johnson, Dollar, July 14.
City of Mandalay, Bank, July 15.
Japanese Prince, Furness, July 15.
Atago Maru, N.Y.K., July 21.
Kuma Maru, N.Y.K., July 26.
Pres. Monroe, Dollar, July 28.
Springbank, Bank, July 31.
Chinese Prince, Furness, August 1.

NORTH CHINA.

Tjkarang, Jelsen, July 11.
Isar, Melchers, July 13.
Java, Manners, July 16.
Leverkusen, Jelsen, July 23.
Saarbruecken, Melchers, July 31.
Ermland, Jelsen, Aug. 2.
Saarbruecken, Melchers, Aug. 2.

OSLO.

Canton, Gilman's, July 8.
Danmark, Manners, July 26.

PANAMA.

Tatsuno Maru, N.Y.K., July 4.
Eclipse, States S.S., July 7.
Anyo Maru, N.Y.K., July 9.
Atago Maru, N.Y.K., July 9.
Kuma Maru, N.Y.K., July 26.
Pres. Monroe, Dollar, July 28.
Springbank, Bank, July 31.
Chinese Prince, Furness, August 1.

PENANG.

Cremer, J.C.J.L., July 4.
Kashgar, P. & O., July 6.
Santhia, B.I., July 7.
Genoa Maru, N.Y.K., July 8.
Mirapora, P. & O., July 9.
Awa Maru, N.Y.K., July 11.
Rumsang, Jardine's, July 11.
Hakone Maru, N.Y.K., July 13.
Pres. Johnson, Dollar, July 14.
Alipore, P. & O., July 19.
Hosang, Jardine's, July 20.
Khiva, P. & O., July 20.
Tilawa, B.I., July 24.
Derfing, Melchers, July 27.
Rheinland, Jelsen, July 27.
Sirdhana, B.I., July 29.
Khyber, P. & O., Aug. 3.

PORTLAND.

Washington, S.S.S., July 17.

RABAT.

Cabarita, Dwell's, July 10.
Bremerhaven, Melchers, July 17.

RANGOON.

Genoa Maru, N.Y.K., July 8.

SAIGON.

Andre Lebon, M.M., July 18.
Porthos, M.M., July 30.

SANDAKAN.

St. Albans, E. & A., July 5.
Cabarita, Dwell's, July 10.
Mausang, Jardine's, July 10.
Hinsang, Jardine's, July 21.
Aratara, E. & A., Aug. 2.

SAN FRANCISCO.

Golden Sun, States S.S., July 6.
Shinyo Maru, N.Y.K., July 10.
Anyo Maru, N.Y.K., July 9.
Pres. Taft, Dollar, July 16.
Washington, S.S.S., July 17.
Atago Maru, N.Y.K., July 18.
Siberia Maru, N.Y.K., July 24.
Kuma Maru, N.Y.K., July 26.
Golden Tide, States S.S., July 30.
Pres. Jefferson, A.M.L., July 30.

SCANDINAVIAN PORTS.

Canton, Gilman's, July 8.
Danmark, Manners, July 26.

SEATTLE.

Pres. Jackson, A.M.L., July 9.
Talthybius, B.F., July 11.
Pres. McKinley, A.M.L., July 23.
Mishima Maru, N.Y.K., July 29.
Ixion, B.F., August 1.

SHANGHAI.

Linan, B. & S., July 4.
Sirdhana, P. & O., July 4.
Tjkarang, J.C.J.L., July 4.
Khyber, P. & O., July 5.
Nagano Maru, N.Y.K., July 5.
Hanyang, B. & S., July 6.
Foshing, Jardine's, July 7.
Kanchow, B. & S., July 7.
Suway, B. & S., July 7.
Hakozaki Maru, N.Y.K., July 8.
Yunnan, B. & S., July 8.

SHANGHAI—(Continued).

Mito Maru, N.Y.K., July 10.
Shinyo Maru, N.Y.K., July 10.
Sunning, B. & S., July 10.
Aldington Court, Jar., July 11.
Chenab, B. & S., July 11.
Tjkarang, Jelsen, July 11.
Tjkarang, J.C.J.L., July 12.
Isar, Melchers, July 13.
Phemius, B.F., July 13.
Tjkarang, J.C.J.L., July 14.
Yatsing, Jardine's, July 14.
Chenoneaux, M.M., July 18.
Java, Manners, July 18.
Philoctetes, B.F., July 18.
Pres. Taft, Dollar, July 18.
Hansang, Jardine's, July 17.
Orestes, B.F., July 17.
Atago Maru, N.Y.K., July 18.
Viminal, Dodwell's, July 18.
Kiddereport, P. & O., July 19.
Malwa, P. & O., July 19.
Leverkusen, Jelsen, July 23.
Pres. McKinley, A.M.L., July 23.
Glenahane, Jardine's, July 24.
Siberia Maru, N.Y.K., July 24.
Antenor, B.F., July 24.
Kuma Maru, N.Y.K., July 26.
Tjkarang, J.C.J.L., July 27.
Tjkarang, J.C.J.L., July 27.
Achos II, M.M., July 30.
Pres. Johnson, A.M.L., July 30.
Emp. of France, C.P.S., July 31.
Ixion, B.F., August 1.
Glenahane, Jardine's, Aug. 2.
Ermland, Jelsen, Aug. 2.

SINGAPORE.

Cremer, J.C.J.L., July 4.
Kweiyang, B. & S., July 5.
Kashgar, P. & O., July 6.
Kwangtung, B. & S., July 7.
Santhia, B.I., July 7.
Genoa Maru, N.Y.K., July 8.
Machao, B.F., July 8.
Kamakura Maru, N.Y.K., July 9.
Mirapora, P. & O., July 9.
Sarpedon, B.F., July 10.
Awa Maru, N.Y.K., July 11.
Rumsang, Jardine's, July 11.
Hakone Maru, N.Y.K., July 13.
Sakima, B. & S., July 13.
Anking, B. & S., July 14.
King Yuan, B. & S., July 14.
Pres. Johnson, Dollar, July 14.
Andre Lebon, M.M., July 18.
Lahn, Melchers, July 17.
Alipore, P. & O., July 19.
Khiva, P. & O., July 20.
Durban Maru, N.Y.K., July 20.
Hosang, Jardine's, July 20.
Glenahane, Jardine's, July 24.
Tilawa, B.I., July 24.
Derfing, Melchers, July 27.
Rheinland, Jelsen, July 27.
Sirdhana, B.I., July 29.
Khyber, P. & O., Aug. 3.

SOUTH AFRICAN PORTS.

Kamakura Maru, N.Y.K., July 9.

SOUTH AMERICAN PORTS.

Kamakura Maru, N.Y.K., July 9.

SWATOW.

Haiching, Douglas, July 5.
Hanyang, B. & S., July 6.
Foshing, Jardine's, July 7.
Hiram, Thoreson's, July 7.
Kaying, B. & S., July 7.
Kwangtung, B. & S., July 7.
Sungang, B. & S., July 7.
Yunnan, B. & S., July 8.
Haining, Douglas, July 9.
Hosang, Jardine's, July 10.
Sunning, B. & S., July 10.
Hailyang, Douglas, July 12.
Anking, B. & S., July 14.
Kinyuan, B. & S., July 14.
Kwangchow, B. & S., July 14.
Yatsing, Jardine's, July 14.
Hansang, Jardine's, July 17.

TIENTSIN.

Cheongshing, Jardine's, July 10.
Kueichow, B. & S., July 11.
Isar, Melchers, July 13.
Java, Manners, July 16.
Huichow, B. & S., July 23.
Saarbruecken, Melchers, July 31.
Ermland, Jelsen, Aug. 2.

TRIESTE AND VENICE.

Nippon, Dodwell's, July 13.
Timavo, Dodwell's, July 23.

TINGTIAO.

Foshing, Jardine's, July 7.
Suway, B. & S., July 7.
Hosang, Jardine's, July 10.
Sunning, B. & S., July 10.
Isar, Melchers, July 13.
Yatsing, Jardine's, July 14.
Java, Manners, July 16.
Hansang, Jardine's, July 17.
Antenor, B.F., July 24.
Saarbruecken, Melchers, July 31.
Ermland, Jelsen, Aug. 2.

VANCOUVER, B.C.

Emp. of Asia, C.P.S., July 10.
Talthybius, B.F., July 11.
Ixion, B.F., August 1.

VIATORIA, B.C.

Pres. Jackson, A.M.L., July 9.
Talthybius, B.F., July 11.
Pres. McKinley, A.M.L., July 23.
Mishima Maru, N.Y.K., July 29.
Ixion, B.F., August 1.

VLADIVOSTOK.

Aldington Court, Jar., July 11.
Philoctetes, B.F., July 18.
Glenahane, Jardine's, July 24.
Agra, Gilman's, July 23.
Glenahane, Jardine's, Aug. 2.

WATSON.

Kueichow, B. & S., July 11.
Huichow, B. & S., July 23.

EXPECTED ARRIVALS AND MOVEMENTS.

Achilles due from Shanghai Aug. 20.

Adriatic arrived from Singapore July 3.
Agapenor due from Singapore July 23.

Agra due from Europe July 28.
Aki Maru due from Japan July 23.

Alipore due from Shanghai July 18.
Alster due from Europe Aug. 10.

Andre Lebon due from Shanghai July 18.
Antenor due from Europe July 25.

Anyo Maru due from Japan July 9.
Aratara due from Australia July 8.

Asaphon due from Japan June 2.
Atago Maru due from Singapore July 17.

Autolycus left for Shanghai June 26.
Awa Maru due from Japan July 10.

Bellerophon left for Shanghai June 21.
Bengal Maru left for Shanghai July 24.

Benrueck due from Europe July 4.
Bingo Maru due from Japan Aug. 8.

Bokuy Maru due from Japan July 30.
British Prince due from New York July 4.

Calulu left for Manila June 21.
Canton due from Shanghai July 3.

Change due from Australia Aug. 13.
Chenoneaux due from Europe July 16.

Chinese Prince due from New York Aug. 1.
City of Bedford due from Singapore July 18.

City of Kobe due from Europe August 18.
City of Lille due from Shanghai May 17.

City of Mandalay due from Shanghai July 14.
City of Mobile due from Shanghai June 17.

City of Peking due from Europe August 2.
City of Tokio due from Europe July 6.

Cremer due from Shanghai July 4.
Danmark due from Shanghai July 25.

Delago Maru left for Shanghai June 19.
Durban Maru due from Japan July 20.

Emp. of Asia due from Manila July 7.
Empress of France due from Vancouver July 22.

Empress of Russia due from Yokohama July 3.
Ermland due from Europe Aug. 2.

CHINA NAVIGATION COMPANY, LIMITED.

STAO, SHAL, N'CHWANG & DALY "LINAN" ... On 4th July, 3 p.m.	
HONGKONG, SINGAPORE & BANGKOK "KWEIYANG" ... On 5th July, 10 a.m.	
SWATOW & SHANGHAI "HANYANG" ... On 6th July, 11 a.m.	
AMOI, SWATOW & SINGAPORE "KWANGTUNG" ... On 7th July, 8 a.m.	
SWATOW, SHANGHAI & TIENTSIN "SUIYANG" ... On 7th July, 10 a.m.	
SWATOW & BANGKOK "KAYANG" ... On 7th July, Noon	
SWATOW & SINGAPORE "ANTUNG" ... On 7th July, 2 p.m.	
AMOI & SHANGHAI "KANCHOW" ... On 7th July, 5 p.m.	
SWATOW & SHANGHAI "YUNNAN" ... On 8th July, 11 a.m.	
SWATOW, SHANGHAI & TIENTSIN "SUNNING" ... On 10th July, 2 p.m.	
WUHAIR, CHENG & TIENTSIN "KUEICHOW" ... On 11th July, 11 a.m.	
HONGKONG, PAKHOI & HAIKOW "TEAN" ... On 11th July, 11 a.m.	
AMOI, SHANGHAI, NEWCHWANG & DALY "CHENAN" ... On 11th July, 5 p.m.	
AMOI, SWATOW & SINGAPORE "ANKING" ... On 14th July, 8 a.m.	
SWATOW & BANGKOK "KWANGCHOW" ... On 14th July, Noon	
WUHAIR, CHENG & TIENTSIN "HUICHOW" ... On 23rd July, 11 a.m.	

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CHANGTE ...	13th August	20th August
TAIPING ...	10th September	17th September
CHANGTE ...	11th October	18th October

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"MACHAON" ...	via Suez Canal	8th July
"CITY OF MANDALAY" ...	via Suez Canal	15th July
"ADRIASTAS" ...	via Suez Canal	5th August

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AND

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T.S. "JAPANESE PRINCE" ...	July 18th
M.V. "CHINESE PRINCE" ...	Aug. 1st

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ANDRE LEBON ... 18th July	CHENONCEAUX ... 16th July
PORTHOIS ... 30th July	ATHOS II ... 30th July
CHENONCEAUX ... 18th Aug.	D'ARTAGNAN ... 18th Aug.
ATHOS II ... 27th Aug.	SPRINT ... 27th Aug.
D'ARTAGNAN ... 10th Sept.	ANGERS ... 10th Sept.
SPRINT ... 24th Sept.	G. METZINGER ... 24th Sept.
ANGERS ... 8th Oct.	ANDRE LEBON ... 8th Oct.
G. METZINGER ... 22nd Oct.	PORTHOIS ... 22nd Oct.

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	HONG KONG TIME	JULY 2, 1929.					JULY 3, 1929.				
		Barometer	Thermometer	Humidity	Wind	Weather	Barometer	Thermometer	Humidity	Wind	Weather
Wladivostok ...	12	29.83	757.8	61	...	0	29.69	754.2	61	...	0
Namuro ...	11	29.98	761.5	...	S	4	29.90	759.5	...	S	4
Hokodate ...	...	29.88	759.0	...	SSE	1	29.80	757.0	...	SW	1
Tokio ...	...	29.94	760.5	...	SSE	2	29.86	758.5	...	SSW	2
Koshi ...	...	29.69	754.0	...	SE	2	29.76	756.0	...	...	0
Nagasaki ...	...	29.65	753.0	...	WSW	1	29.76	756.0	...	SSE	1
Karlsruhe ...	...	29.67	758.5	...	W	1	29.76	756.0	...	NW	1
Oshima ...	...	29.69	754.0	...	SSW	1	29.76	756.0	...	...	0
Naha ...	...	29.72	755.0	...	SSW	3	29.84	758.0	...	S	2
Ishigaki ...	...	29.69	754.0	...	SW	2	29.75	755.5	...	WSW	2
Bonin Island ...	...	29.88	759.0	...	E	1	29.94	760.5	...	...	0
Chefoo ...	15	29.63	753.8	77	ENE	4	29.65	753.1	70	NW	2
Shanghai ...	14	29.67	753.6	79	SE	1	29.71	754.5	72	ENE	4
Outfall ...	...	29.72	754.9	76	SE	4	29.76	755.9	71	ENE	4
Sharp Peak ...	...	29.65	753.1	84	SSW	1	29.69	754.1	82	SW	1
Amoy ...	...	29.60	751.8	90	SSW	4	29.63	752.6	81	SW	4
Swatow ...	...	29.64	752.8	90	SSW	2	29.72	754.8	75	ENE	1
Taihou ...	11	29.74	755.4	90	SSW	2	29.76	756.0	75	...	0
Taihu ...	...	29.68	753.9	90	SW	2	29.73	755.1	77	...	0
Koshu ...	...	29.68	754.2	90	WNW	2	29.73	755.1	79	...	0
Pescadore ...	...	29.69	754.2	90	SW	2	29.73	755.1	81	SSW	2
Hong Kong ...	14	29.61	752.1	88	SE	3	29.69	754.1	82	S	1
Gap Rock ...	...	29.62	752.3	90	SSW	4	29.69	754.1	82	S	4
Macao ...	...	29.58	751.2	90	SSW	2	29.63	752.7	81	S	4
Heihow ...	...	29.65	753.1	79	W	1	29.70	754.4	82	S	2
Pratas Island ...	...	29.65	753.0	90	SE	3	29.70	754.4	82	S	2
Phulien ...	15	29.50	748.4	86	SE	1	29.65	751.8	81	S	4
Tourane ...	...	29.56	750.9	90	WNW	6	29.65	753.1	84	NW	2
Basco ...	14	29.67	753.6	87	SW	2	29.72	754.8	82	SE	2
Aparri ...	...	29.65	753.0	93	NE	4	29.74	755.4	77	SE	0
Tiguerao ...	...	29.75	755.7	90	ENE	1	29.72	754.8	77	SW	1
Vigan ...	...	29.66	753.3	86	WSW	4	29.75	755.7	75	E	1
Manila ...	...	29.69	754.2	90	SW	4	29.78	756.3	77	SE	0
Legaspi ...	...	29.68	753.9	90	WSW	4	29.79	756.6	77	NNW	2
Calbayog ...	...	29.67	753.6	86	WSW	4	29.79	756.6	77	NNW	2
Tarlac ...	...	29.75	755.7	82	SW	4	29.79	756.6	79	S	2
Iloilo ...	...	29.75	755.7	82	SW	4	29.80	756.9	79	S	2
Cebu ...	...	29.75	755.7	82	SW	4	29.80	756.9	79	S	2
Surgao ...	...	29.75	755.7	82	SW	4	29.80	756.9	79	S	2
Saipan ...	...	29.75	755.7	82	SW	4	29.80	756.9	79	S	2
Guam ...	12.22	29.74	755.4	...	SE	2	29.79	756.6	...	SE	1
Yap ...	11.00	29.73	755.1	...	SSE	2	29.80	756.9	...	E	1
Pelew ...	...	...	...	...	...	...	...	...	...	...	...
Ponape ...	...	...	...	...	...	...	...	...	...	...	...
Labuan ...	14	29.78	756.4	74	SW	2	29.83	757.7	78	SW	2

July 3d, 11h. 05m.—Pressure is highest in the Pacific to the east of Japan and the Bonins, and is relatively low over China generally. The position of the typhoon is uncertain; it probably exists as a depression to the south of Wladivostok.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inch. Total since January 1, 14.88 inches, against an average of 40.42 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON JULY 4.

DISTRICT.	FORECAST.
1.—Formosa Channel	S. winds, moderate; cloudy, local showers.
2.—South coast of China between Hong Kong and Lamocks	
3.—Hong Kong to Gap Rock	
4.—South coast of China between Hong Kong and Hainan	

C. W. JEFFRIES, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, July 3.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer...	29.60	29.72	29.63
Temperature...	86	87	88
Humidity...	69	74	69
Wind			
Direction	SW	S	SSW
Force ...	2	2	1
Weather ...	0	0	C
Rain ...	0.15	0.00	0.01

Highest open-air Temperature, 2.88

Lowest open-air Temperature, 3.82

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

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HONG KONG TIDE TABLE.

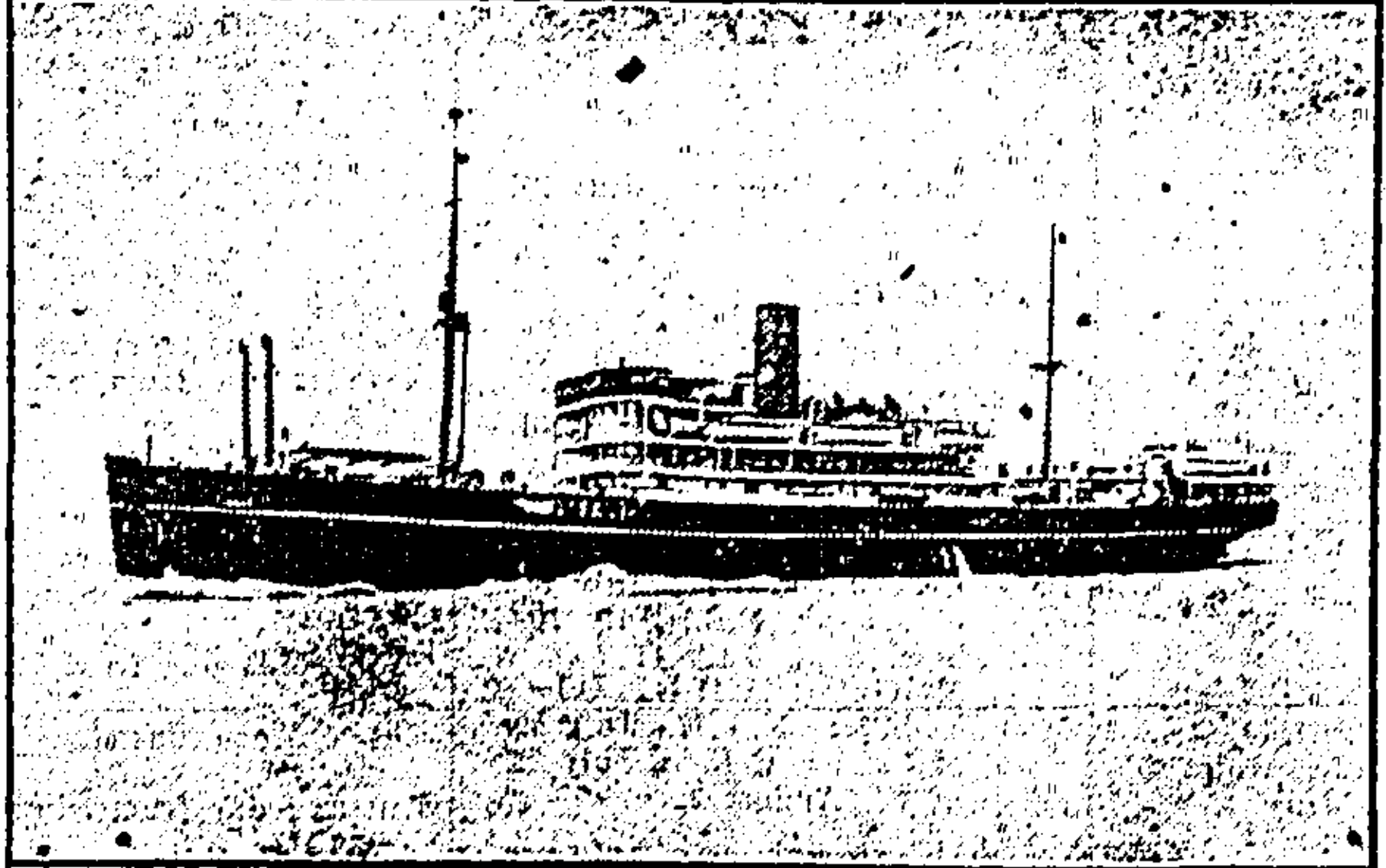
From July 4 to 10, 1929.

Day of Week	Date of Month	Hong Kong Standard Time	Height	Day of Week	Date of Month	Hong Kong Standard Time	Height
Thur.	4	6.38	6.7	Mon.	8	9.40	8.2
Fri.	5	7.19	7.3	Tues.	9	10.13	8.9
Sat.	6	8.5	7.9	Wed.	10	11.24	7.5
Sun.	7	8.52	8.1				

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SAILINGS SUBJECT TO ALTERATIONS

TO	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"FOOSHING" "HOPKANG" "YATSHING" "HANGSANG"	Sun., 7th July, at 10 a.m. Wed., 10th July, at 10 a.m. Sun., 14th July, at 10 a.m. Wed., 17th July, at 10 a.m.
OSAKA via AMOI, MOI & KOBE	"KUTSANG" "NAMSANG" "YUENSANG"	Fri., 19th July, at 7 a.m. Thurs., 18th July, at 10 a.m. Sun., 22nd July, at 7 a.m.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG" "HOSANG"	Thurs., 11th July, at 3 p.m. Sat., 20th July, at 3 p.m.
SANDAKAN	"MAUSANG" "HINSANG"	Wed., 10th July, at 3 p.m. Sun., 21st July, at 10 a.m.
TIENTSIN	"CHEONGSHING"	Wed., 10th July, at 10 a.m.

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Motor Vessel "GLENOCLE"	...	7th August
Motor Vessel "GLENAMOX"	...	4th Sept.
Motor Vessel "GLENAPP"	...	2nd October
Motor Vessel "GLENSEIL"	...	16th October

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "ALDINGTON COURT"	...	11th July
Motor Vessel "GLENAMOX"	...	24th July
Motor Vessel "GLENAPP"	...	2nd August
Motor Vessel "GLENSEIL"	...	18th August
Motor Vessel "GLENSEIL"	...	30th August

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NEXT SAILINGS TO EUROPE:—

Express Freight S.S. "Lahn" ...	departure 17th July
Pass. S.S. "DERFFLINGER" ...	departure 27th July
Express Freight S.S. "Isar" ...	departure 14th Aug.
Pass. S.S. "SAARBRUECKEN" ...	departure 24th Aug.
Express Freight S.S. "Augsburg" ...	departure 27th Aug.
Express Freight S.S. "Alster" ...	departure 11th Sept.
Pass. S.S. "COLENZ" ...	departure 21st Sept.

Passenger steamers sailing via Manila and Porto to Genoa, Rotterdam, Hamburg and Bremen.

Freight steamers sailing via Singapore and Porto to Marseilles, Rotterdam, Hamburg and Bremen.

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & N. CHINA (Passenger steamers)

Freight S.S. "Isar" ...	due here 18th July
Pass. S.S. "SAARBRUECKEN" ...	due here 31st July
Freight S.S. "Alster" ...	due here 10th Aug.
Pass. S.S. "COLENZ" ...	due here 28th Aug.
Freight S.S. "Franken" ...	due here 7th Sept.
Pass. M.S. "FULDA" ...	due here 21st Sept.

CANADIAN PACIFIC

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TO VICTORIA AND VANCOUVER17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver

	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Leave	Leave	Leave	Leave	Leave	Arrive
EMPEROR OF ASIA	July 10	July 13	July 16	July 18	July 27
EMPEROR OF FRANCE	July 31	Aug. 3	Aug. 6	Aug. 8	Aug. 17
EMPEROR OF RUSSIA	Aug. 14	Aug. 17	Aug. 20	Aug. 22	Aug. 31
EMPEROR OF ASIA	Sept. 4	Sept. 7	Sept. 10	Sept. 12	Sept. 21
EMPEROR OF FRANCE	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12
EMPEROR OF RUSSIA	Oct. 9	Oct. 12	Oct. 15	Oct. 17	Oct. 26
EMPEROR OF ASIA	Oct. 30	Nov. 2	Nov. 5	Nov. 7	Nov. 16
EMPEROR OF CANADA	Nov. 13	Nov. 16	Nov. 19	Nov. 21	Nov. 30
EMPEROR OF RUSSIA	Nov. 27	Nov. 30	Dec. 3	Dec. 5	Dec. 14
EMPEROR OF ASIA	Dec. 14	Dec. 17	Dec. 20	Dec. 22	Dec. 31
EMPEROR OF CANADA	Jan. 18	Jan. 21	Jan. 24	Jan. 26	Jan. 35
EMPEROR OF RUSSIA	Feb. 5	Feb. 8	Feb. 11	Feb. 13	Feb. 22
EMPEROR OF ASIA	Feb. 28	Mar. 3	Mar. 6	Mar. 8	Mar. 17

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" " " " " " " "	H.K. \$165.00
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July 23	July 25	EMPEROR OF FRANCE	July 28
Aug. 13	Aug. 15	EMPEROR OF RUSSIA	Aug. 18

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From Hong Kong to SHANGHAI and return	H.K. \$120
" " " " " " " "	H.K. \$165
" " " " " " " "	H.K. \$190
" " " " " " " "	H.K. \$210
" " " " " " " "	H.K. \$235

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YESTERDAY'S FREIGHT RETURNS.

IMPORTS 24,300 TONS;
THROUGH CARGO
20,800 TONS.

The general cargo returns shown at the Harbour Office during the 24 hours ended at 9 a.m. yesterday carried by vessels arriving in Hong Kong, were follows:

	Cargo	Through
	H.K.	Ports
British	U.S.A. 2,710	—
Kweiyang	Bangkok 990	—
Hydrangue	Swatow 210	—
		3,940

French Gen. Mettinger, Porthos, France 210 840

Dutch Tjikarang, Sourabaya 3,030 2,110

Cremier, Amoy 1,000 3,020 3,140

Norwegian Nordanger, San Pedro 9,200 6,000

Prosper, Saigon 2,000 11,200 3,000

German Oldenburg, Kobe 3,160 5,150

Japanese Shinyo Maru, U.S.A. 850

Tacoma Maru, Japan 1,610 4,300

Canton Maru, Keelung 1,150

Deli Maru, Canton 60

Tatsuno Maru, Manila 4,170 3,670 5,370

Portuguese Wing Lee, K. C. Wan 300 300

Chinese Chang Kong, Tournay 300

Shun Chih, Saigon 1,500 2,100

Total 24,340 20,800

Arrivals and Departures.

The arrivals and departures during the period under review were as follows:

	Arr.	Dep.
British	3	6
French	2	2
Dutch	3	2
Norwegian	1	1
German	1	1
Japanese	5	2
Portuguese	1	0
Chinese	3	6
Italian	0	1
American	0	1
Total	21	28

PASSENGERS.

The following passengers arrived yesterday by the s.s. St. Albans from Japan:—Mrs. E. O. Mac-Meikan, Miss A. M. Graham, Mr. J. P. McIntyre, Mr. K. Takahashi, Mr. Takahashi's Maid, Mrs. I. Fujimoto, Mr. Shiro Saito, Mr. G. Maxwell, Mr. G. E. Brown, Rev. and Mrs. H. H. Ker and two children.

DAILY WATERFRONT NEWS.

MARINE COURT CASES.

Two sampan owners were before Commander G. F. Hole at the Marine Court yesterday morning for failing to exhibit the regulations lights on their boats. Both defendants pleaded guilty and were fined \$10 each. A licensed hawk was also fined \$5 on pleading guilty to hawk during prohibited hours at Aberdeen. Defendant was stated to have cried his wares at 2 a.m. in the morning.

Death at Sea.

The death of a Chinese passenger from tuberculosis on June 30 is reported by the master of the s.s. Porthos (French) from Marseilles and Saigon.

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ending at 9 a.m. yesterday:—

Kweiyang (Br.) Bangkok	111
Hydrangue (Br.) Swatow	283
Porthos (Fr.) Marseilles	33
Tjikarang (Dutch) Sourabaya and Muntok	500
Cremier (Dutch) Amoy and Swatow	1,117
Prosper (Nor.) Saigon	231
Canton Maru (Jap.) Keelung and Swatow	84
Wing Lee (Port.) K. C. Wan	161
Shun Chih (Chi.) Saigon	230
Tak Hing (Chi.) Amoy	41
Total	2,930

WARSHIPS IN HARBOUR.

The following warships were in port yesterday:—H.M.S. Tamar and Submarines L-15 and L-19. North Arm.—H.M.S. Bridge-water. West Wall Dock.—H.M.S. Castor. In Dock.—H.M.S. Ships Thracian, Sepoy and Moorhen. Foreign.—French gunboats Vigilante and Alerte, U.S. gunboat Guam.

ACROSS THE ATLANTIC

IN A LAUNCH.

A DARING SCHEME.

[United Press.]

Bronson, Michigan.—An attempt to cross the Atlantic Ocean in a home made 28 foot launch will be made this summer by five-Bronson men.

That seems to be a far fetched scheme to be developed in a little landlocked village but the finishing touches will have been placed on the little craft in a dingy barn here and tests will be made on Lake Michigan this week when the boat is driven from St. Joseph to Milwaukee to be exhibited at the Milwaukee Motor Boat Show.

The Karl, a two-ton, craft powered by a six cylinder motor and an auxiliary sail, set out on the Great Lakes from Toledo, Ohio, on June 1. Aboard was a crew of five, captained by Joseph Leppich, a German ex-soldier. The others were (Continued on next Column).

ARRIVALS.

July 2

Deli Maru, Japanese str., 2,173 tons, Capt. R. Yamamoto, from Canton, O.S.K. Pier.—O.S.K.

Wing Lee, Portuguese str., 641 tons, Capt. Jose Antunes, from Kwong Chow Wan, buoy No. C40.—Yiu Yuen S.S. & Co.

July 3

Canton Maru, Japanese str., 1,647 tons, Capt. C. Mikami, from Keelung, O.S.K. Wharf.—O.S.K.

Chifuku Maru, Japanese str., 3,057 tons, Capt. N. Misumi, from Moji, Kowloon Wharf.—O.S.K.

Cremier, Dutch str., 2,784 tons, Capt. G. J. Harmsen, from Swatow, buoy No. A10.—J.C.J.L.

Ekstrand, Norwegian str., 1,345 tons, Capt. H. C. Erickson, from Samarinda, Yaumati Wharf.—J.C.J.L.

Haiching, British str., 1,367 tons, Capt. O. H. Farrar, from Swatow, Douglas Wharf.—Douglas S.S. Co.

Hop Saeng, British str., 1,339 tons, Capt. P. R. Gay Cumming, from Tsingtau, Shanghai and Swatow, West Point Wharf.—J. M. & Co.

Hydrangue, British str., 561 tons, Capt. Grierson, from Swatow, Chiu On Wharf.—Chiu On S.S. & Co.

Prosper, Norwegian str., 1,376 tons, Capt. E. D. Knutsen, from Saigon, buoy No. C39.—K. Larsen & Co.

Seang Bee, British 3,784 tons, Capt. J. G. Comer, from Singapore, buoy No. A8.—Tuen Kee & Co.

Shun Chih Chinese str., 1,367 tons, Capt. H. J. Johnson, from Saigon, buoy No. C41.—Chang Tong Ha.

St. Albans, British str., 2,538 tons, Capt. S. L. Diamond, from Moji, buoy No. A1.—M. M. & Co.

Suiyang, British str., 1,584 tons, Capt. F. W. Potter, from Swatow, buoy No. B12.—B. & S.

Tatsuno Maru, Japanese str., 4,363 tons, Capt. M. Araki, from Moji, buoy No. A2.—N.Y.K.

CLEARANCES.

July 3

Cremier, for Singapore.

Deli Maru, for Swatow.

Ekstrand, for Canton.

Fu Peng, for Cheungwangtao.

Gia Long, for Haiphong.

Hopang, for Canton.

Lycemoon, for Singapore.

Sirdhana, for Amoy.

Suiyang, for Canton.

Tatsuno Maru, for Keelung.

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UNITED KINGDOM & CONTINENT

"CITY OF CAMBRIDGE"	London, Rotterdam, Amsterdam & Hamburg	9th July
"CITY OF ATHENS"	London, Rotterdam, Amsterdam & Hamburg	9th August

NEW YORK, BOSTON & BALTIMORE

"CITY OF MANHATTAN"	via Suez Canal	15th July
"CITY OF BEDFORD"	via Suez Canal	8th August
"CITY OF CANBERRA"	via Suez Canal	10th Sept.

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PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"KASHGAR"	9,005	6th July, Noon	Mars., London and Hull
"MIRZAPUR"	6,715	15th July	Straits, Colombo and Bombay
"ALIPORE"	5,373	15th July	Straits, Colombo and Bombay
"KHIVA"	9,135	30th July	Marseilles and London
"KHYBER"	9,114	3rd Aug.	Marseilles, London and Hull
"KIDDERPORE"	5,334	15th Aug.	Straits, Colombo and Bombay
"MALWA"	10,980	15th Aug.	Bombay, Marseilles and London
"KASHMIR"	8,985	31st Aug.	Marseilles, London and Hull
"MORLA"	10,968	14th Sept.	Bombay, Marseilles and London
"MANTUA"	10,946	28th Sept.	Bombay, Marseilles and London
"MIRZAPUR"	6,715	2nd Oct.	Straits, Colombo and Bombay
"ALIPORE"	5,373	9th Oct.	Straits, Colombo and Bombay
"KARMALA"	9,128	12th Oct.	Marseilles and London
"KIDDERPORE"	5,334	23rd Oct.	Straits, Colombo and Bombay
"KALYAN"	9,144	26th Oct.	Marseilles and London
"MACEDONIA"	11,180	9th Nov.	Bombay, Marseilles and London
"KASHGAR"	9,005	23rd Nov.	Marseilles and London
"RAWALPINDI"	16,619	7th Dec.	do.
"MALWA"	10,980	21st Dec.	do.

* Cargo only. + Calls Casablanca. † Calls Karachi. Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"SANTHIA"	7,754	7th July, 3 p.m.	Singapore, Penang & Calcutta
"TILAWA"	10,008	24th July	do.
"SIRDHANA"	7,746	29th July	do.
"TALAMBA"	8,018	1st Aug.	do.
"TAKLIWA"	7,936	8th Aug.	do.
"TALMA"	10,000	23rd Aug.	do.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	2,538	3th July, 4 p.m.	Manila, Sandakan, Thursday
"ARAFURA"	6,000	2nd Aug.	Manila, Sandakan, Thursday
"TALAMBA"	8,018	30th Aug.	Manila, Sandakan, Thursday
"ST. ALBANS"	2,538	4th Oct.	Manila, Sandakan, Thursday
"ARAFURA"	6,000	1st Nov.	Manila, Sandakan, Thursday

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Oahu, Kolambagan, Tawao, Timor, Durwin, or other ports en route as indicated on the shipping schedule.

Frequent connections from Australia with the following:—The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc. The P. & O. Royal Mail Steamers to London via Suez Canal. The P. & O. Branch Service of Steamers to London via the Cape. The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"MALWA"	10,980	19th July	S'hai, Moji, Kobe & Yokohama
"TAKLIWA"	7,936	19th July	Amoy, Moji, Kobe & Osaka
"KIDDERPORE"	5,334	30th July	Shanghai, Moji, Kobe & Osaka
"PALMA"	10,000	1st Aug.	Amoy, S'hai, Moji, Kobe & Osaka
"SHEAF"	8,985	2nd Aug.	S'hai, Moji, Kobe & Yokohama
"MOUNT"	—		do.
"TANDA"	8,989	4th Aug.	Moji, Kobe, Osaka & Yokohama
"MOREA"	10,968	8th Aug.	S'hai, Moji, Kobe & Yokohama
"KARMALA"	9,128	18th Aug.	do.
"NAGPORE"	5,283	30th Aug.	do.
"MIRZAPORE"	5,715	1st Sept.	Shanghai, Moji & Kobe
"ST. ALBANS"	2,538	2nd Sept.	Moji, Kobe, Osaka & Yokohama
"ALIPORE"	5,373	10th Sept.	Shanghai, Moji & Kobe
"MANTUA"	10,946	11th Sept.	Shanghai
"KIDDERPORE"	5,334	18th Sept.	M'hanghai, Moji & Kobe
"KALYAN"	9,144	25th Sept.	S'hai, Moji, Kobe & Y'hama.
"NELLORE"	8,653	27th Sept.	do.
"ARAFURA"	6,000	29th Sept.	Moji, Kobe, Osaka & Yokohama
"MACEDONIA"	11,120	8th Oct.	S'hai, Moji, Kobe & Yokohama
"LAHORE"	5,304	12th Oct.	do.
"KASHGAR"	9,005	20th Oct.	do.
"TANDA"	8,988	28th Oct.	Moji, Kobe, Osaka & Yokohama
"BAWALPINDI"	16,819	6th Nov.	S'hai, Moji, Kobe & Yokohama
		9th Nov.	S'hai, Moji, Kobe & Yokohama
		21st Nov.	do.
"MALWA"	10,980	23rd Nov.	do.
"RAJPUTANA"	16,588	7th Dec.	do.
"KARMALA"	9,128	21st Dec.	do.

